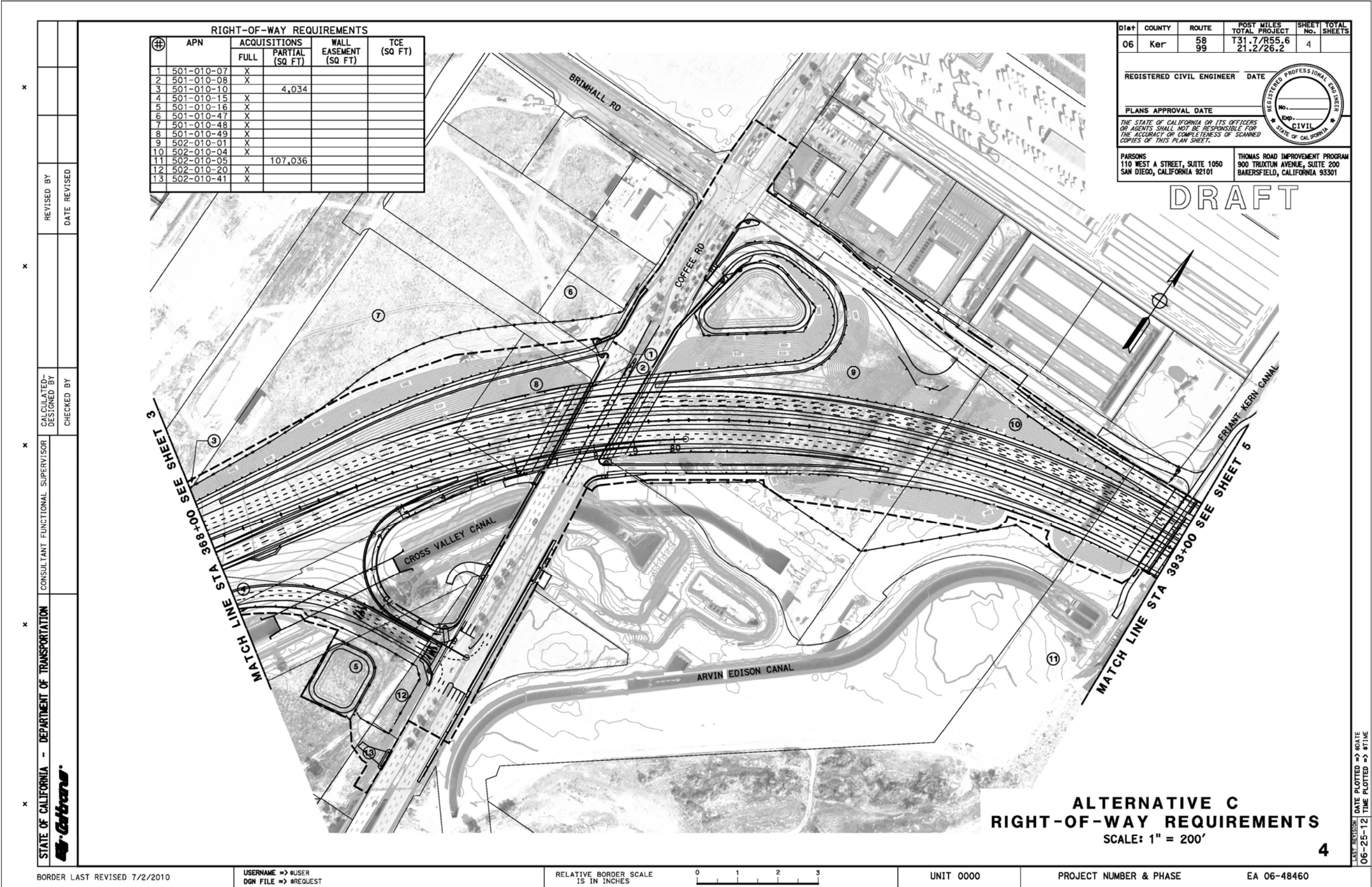
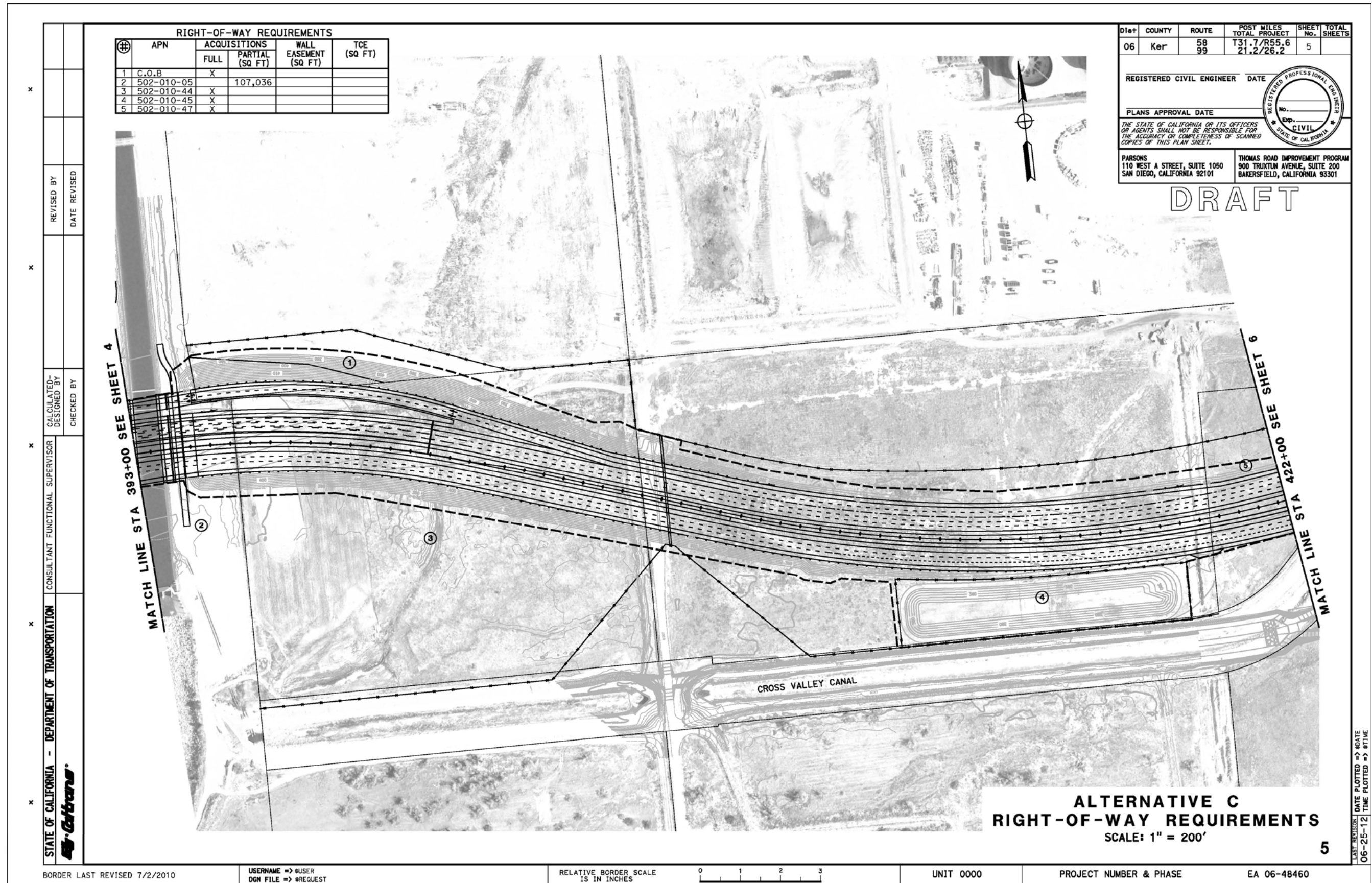
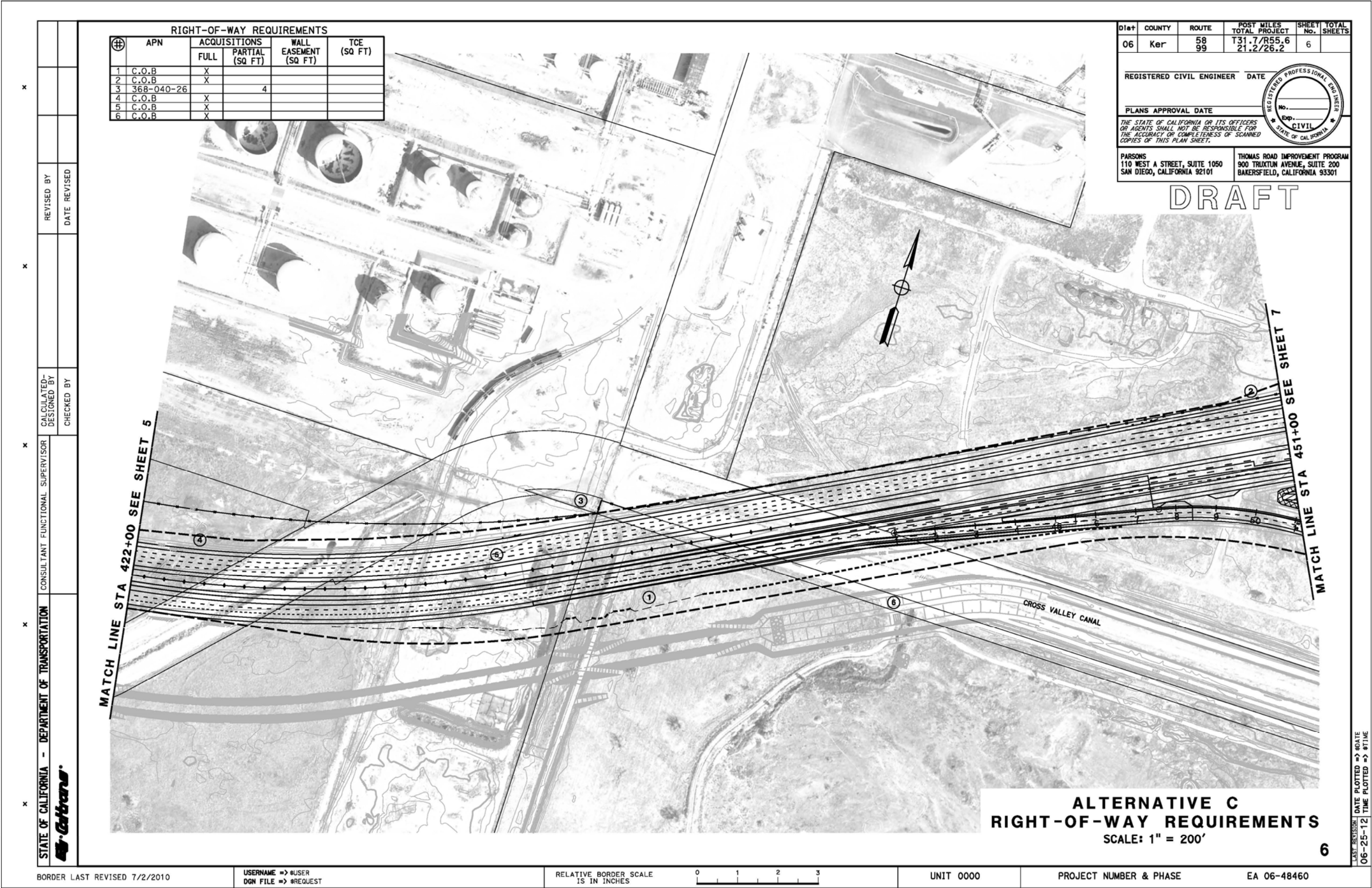


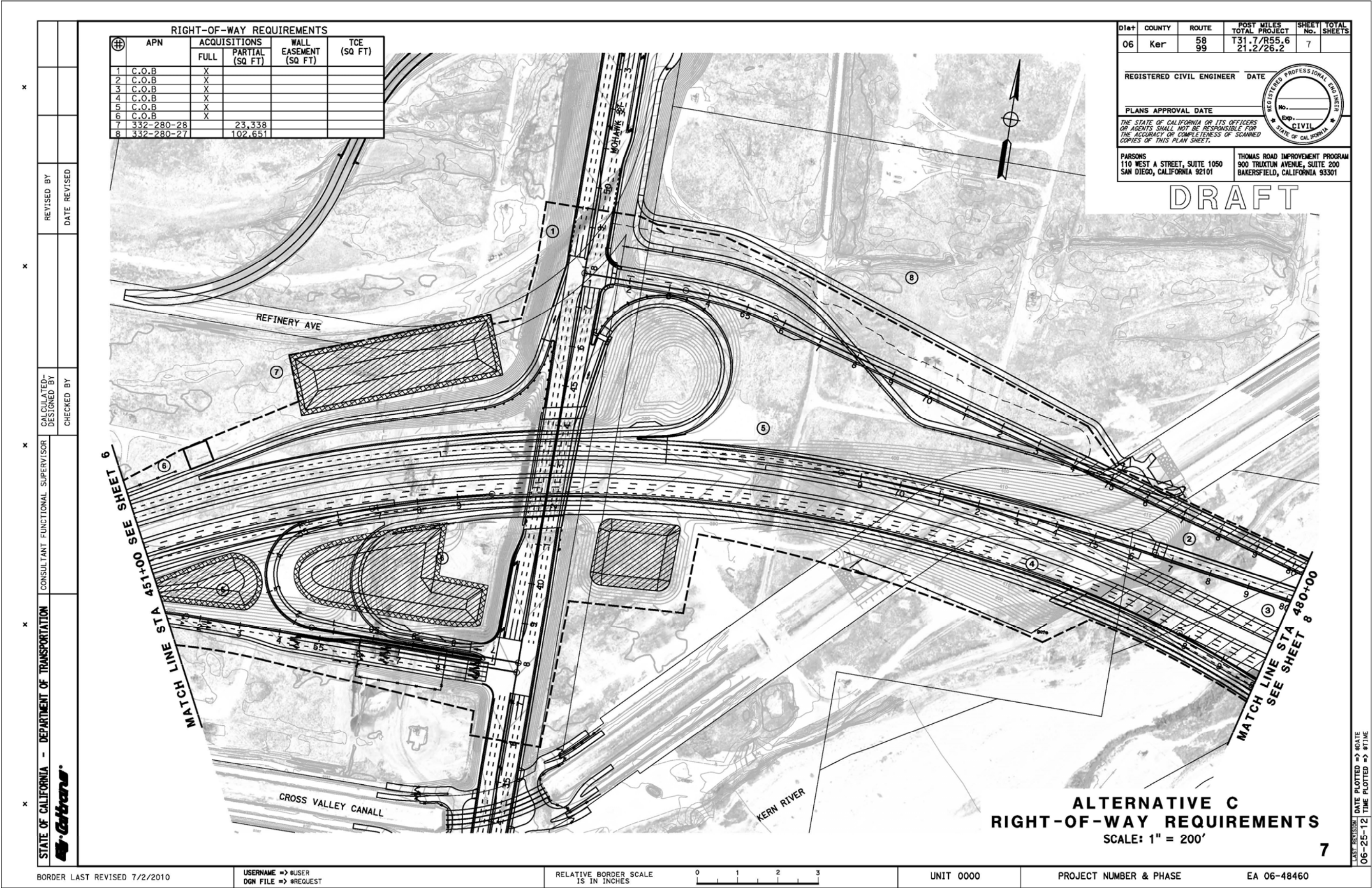


Centennial Corridor • 801

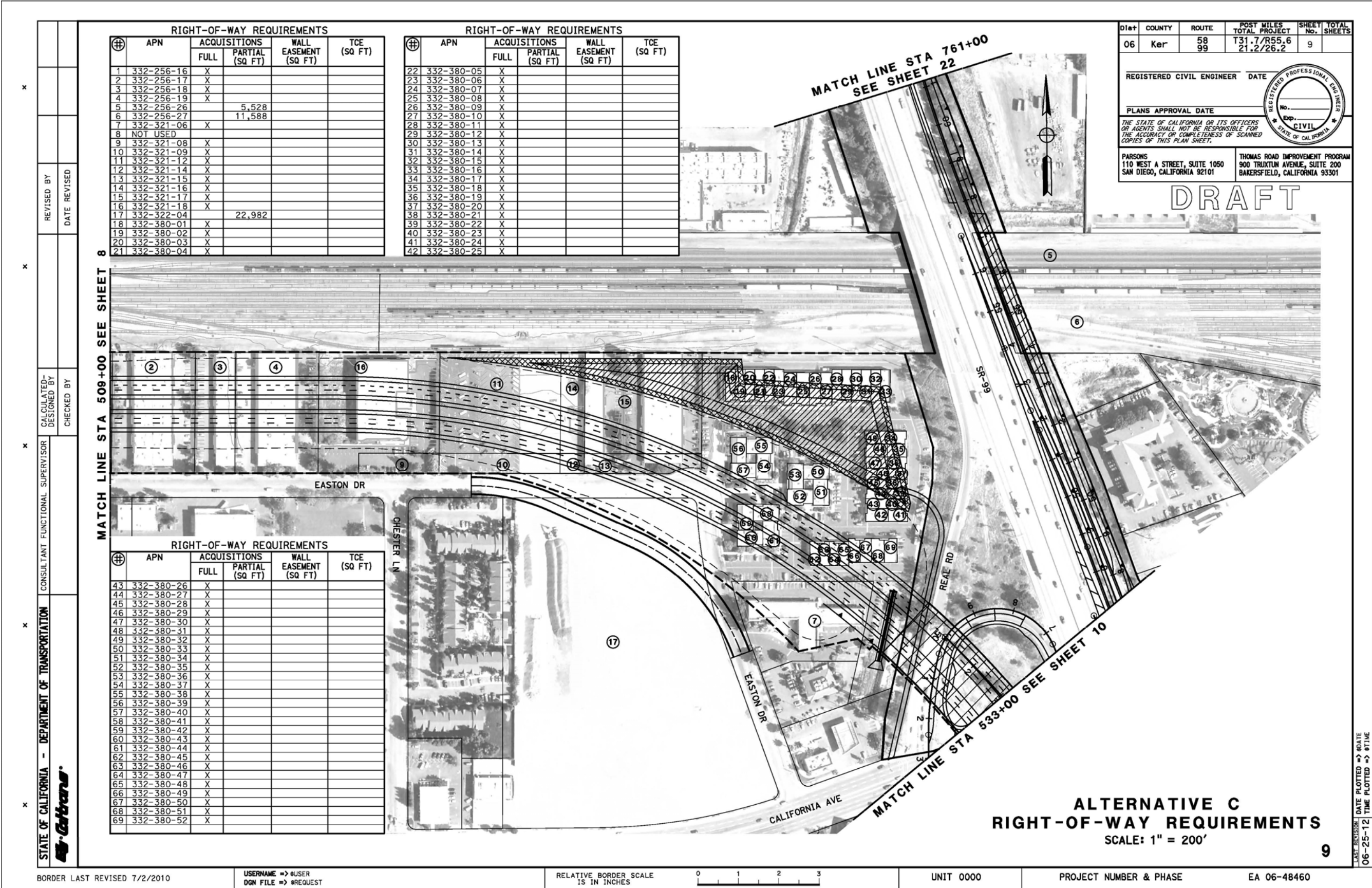












STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISED

RIGHT-OF-WAY REQUIREMENTS				
APN	ACQUISITIONS		WALL EASEMENT (SQ FT)	TCE (SQ FT)
	FULL	PARTIAL (SQ FT)		
1 020-100-03		3,475		
2 020-100-24		1,104	234	1,055
3 020-100-28		3,278		
4 020-110-06	X			
5 020-110-11	X			
6 020-100-26		2,134		
7 020-110-16	X			
8 020-110-22		2,302		
9 020-110-23	X			
10 020-110-24	X			

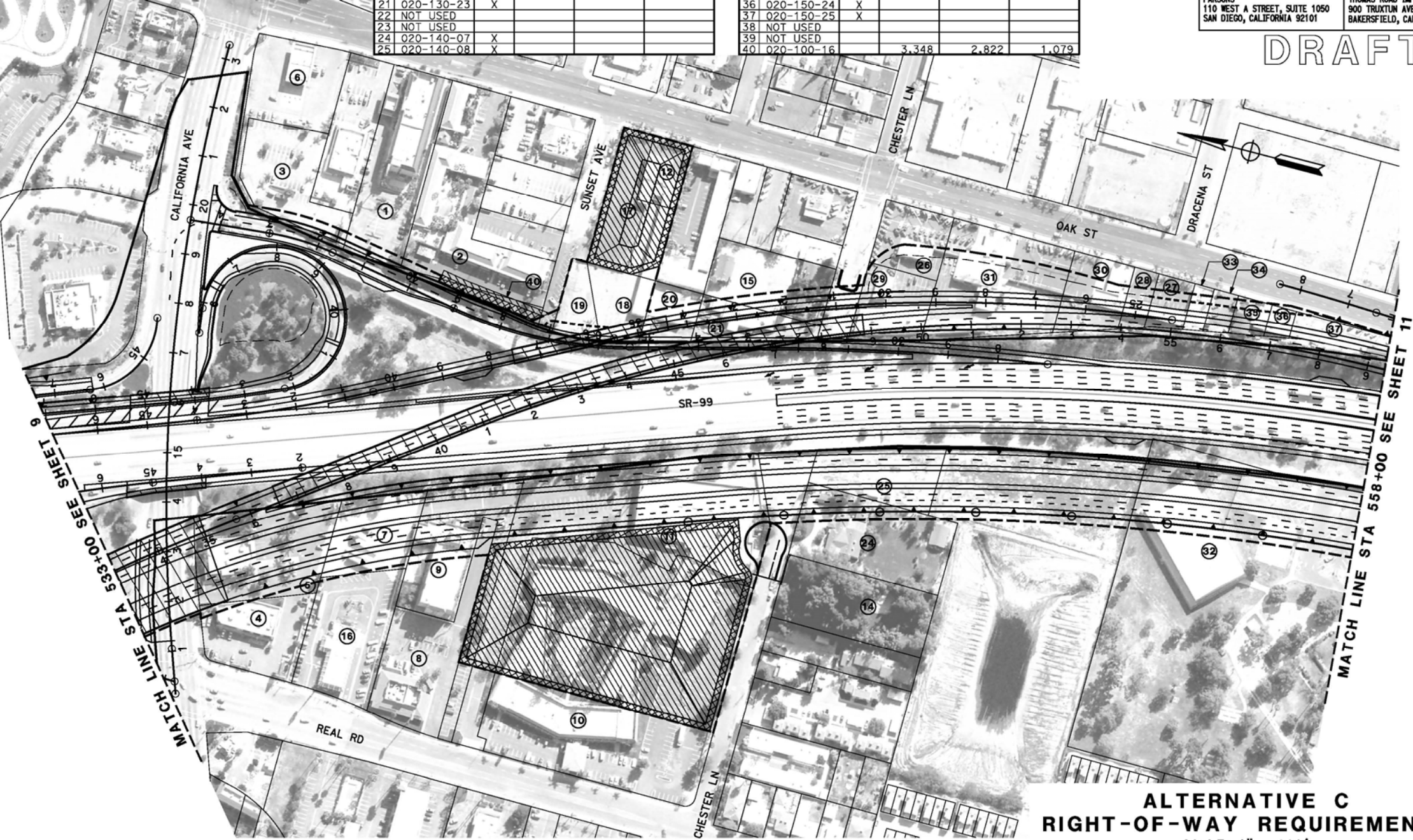
RIGHT-OF-WAY REQUIREMENTS				
APN	ACQUISITIONS		WALL EASEMENT (SQ FT)	TCE (SQ FT)
	FULL	PARTIAL (SQ FT)		
11 020-110-25	X			
12 020-130-06	X			
13 NOT USED				
14 020-140-06				144
15 020-130-10	X			
16 020-110-14		216		
17 020-130-18	X			
18 020-130-20	X			
19 020-130-21	X			
20 020-130-22	X			
21 020-130-23	X			
22 NOT USED				
23 NOT USED				
24 020-140-07	X			
25 020-140-08	X			

RIGHT-OF-WAY REQUIREMENTS				
APN	ACQUISITIONS		WALL EASEMENT (SQ FT)	TCE (SQ FT)
	FULL	PARTIAL (SQ FT)		
26 020-140-25	X			
27 020-140-27	X			
28 020-140-32	X			
29 020-140-35	X			
30 020-140-41	X			
31 020-140-42	X			
32 020-150-09		84,398		
33 020-150-21	X			
34 020-150-22	X			
35 020-150-23	X			
36 020-150-24	X			
37 020-150-25	X			
38 NOT USED				
39 NOT USED				
40 020-100-16		3,348	2,822	1,079

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	10
REGISTERED CIVIL ENGINEER		DATE		
PLANS APPROVAL DATE				
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				
PARSONS 110 WEST A STREET, SUITE 1050 SAN DIEGO, CALIFORNIA 92101		THOMAS ROAD IMPROVEMENT PROGRAM 900 TRUKTUN AVENUE, SUITE 200 BAKERSFIELD, CALIFORNIA 93301		

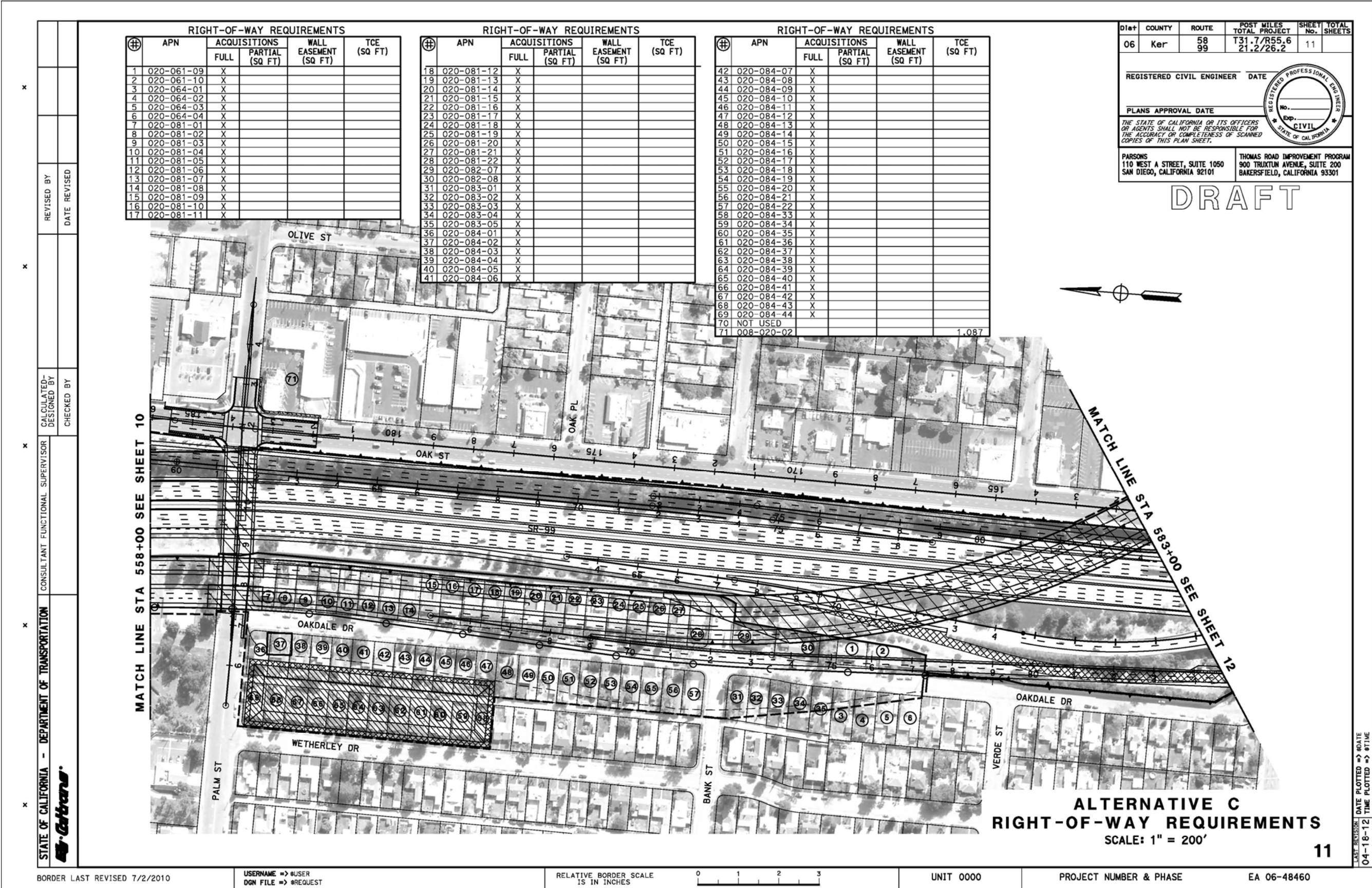


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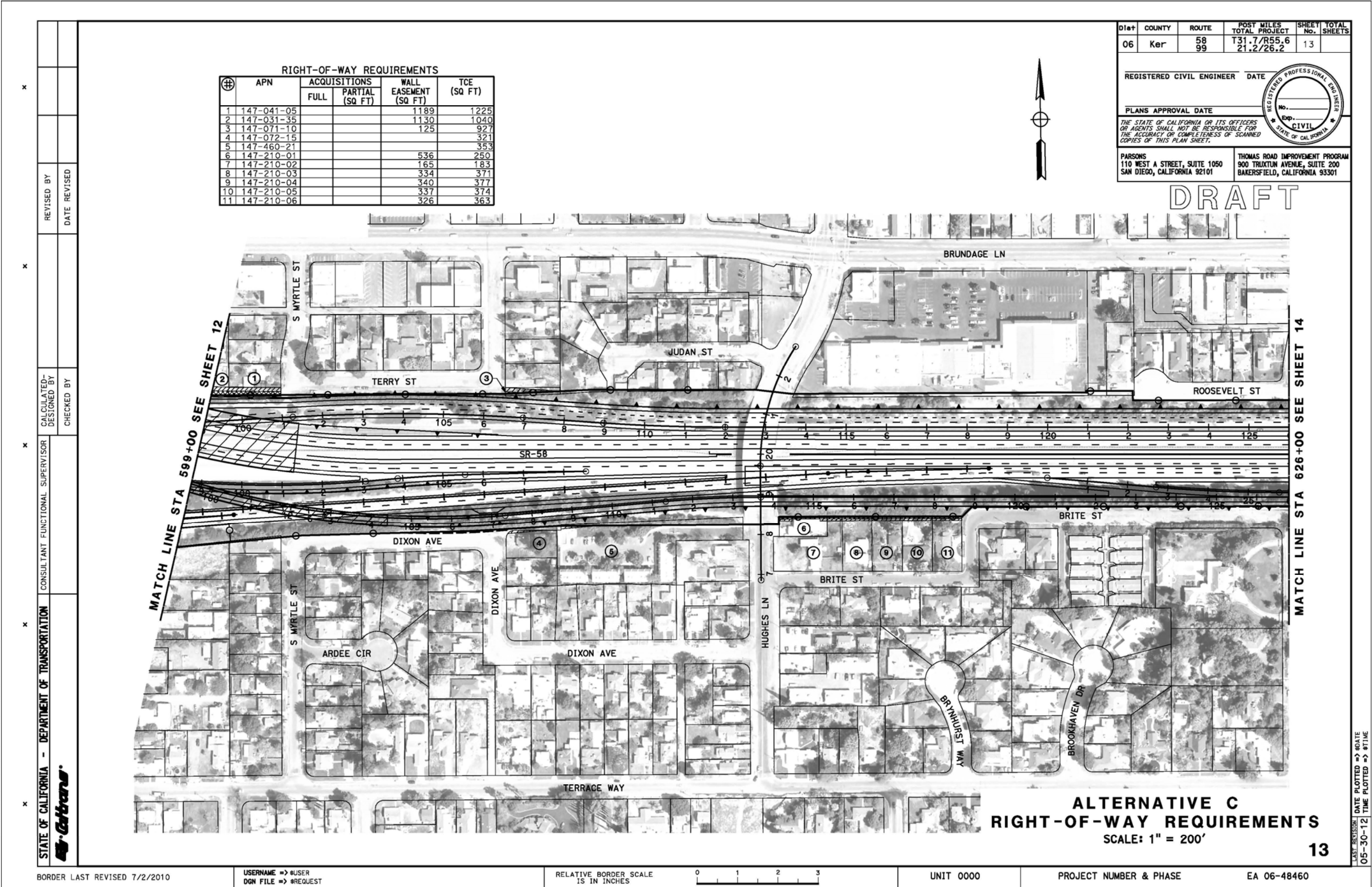


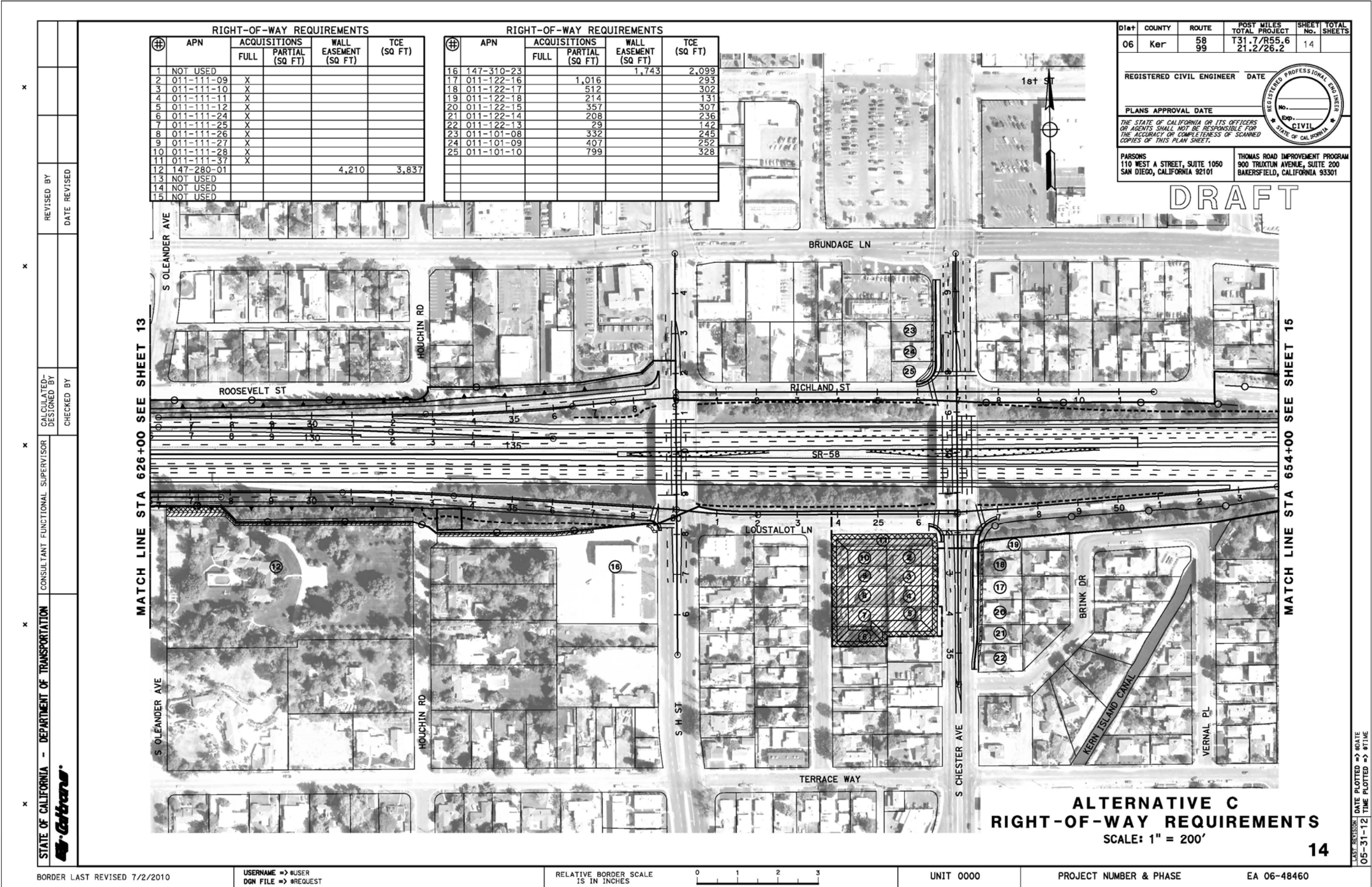
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RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

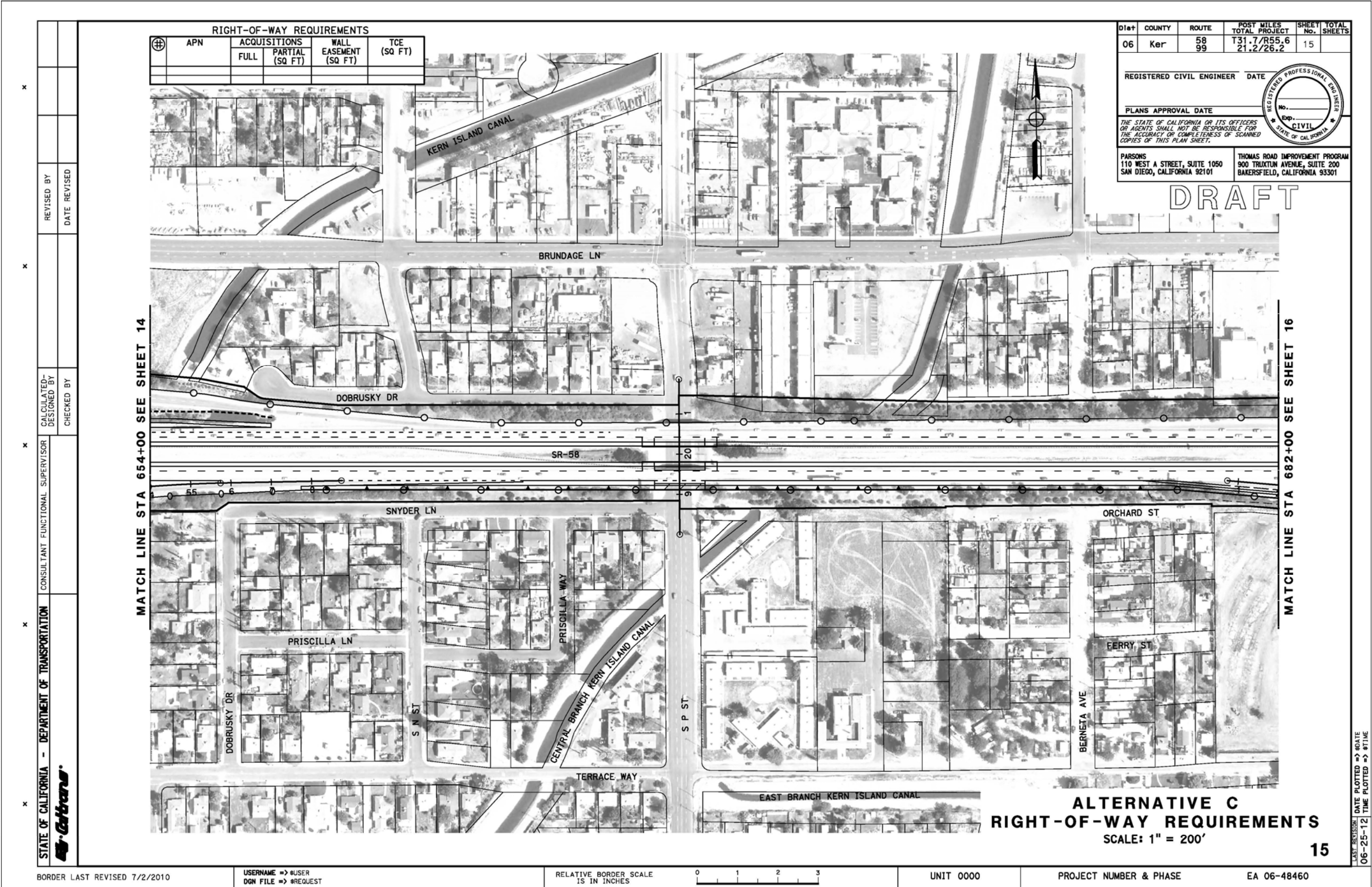
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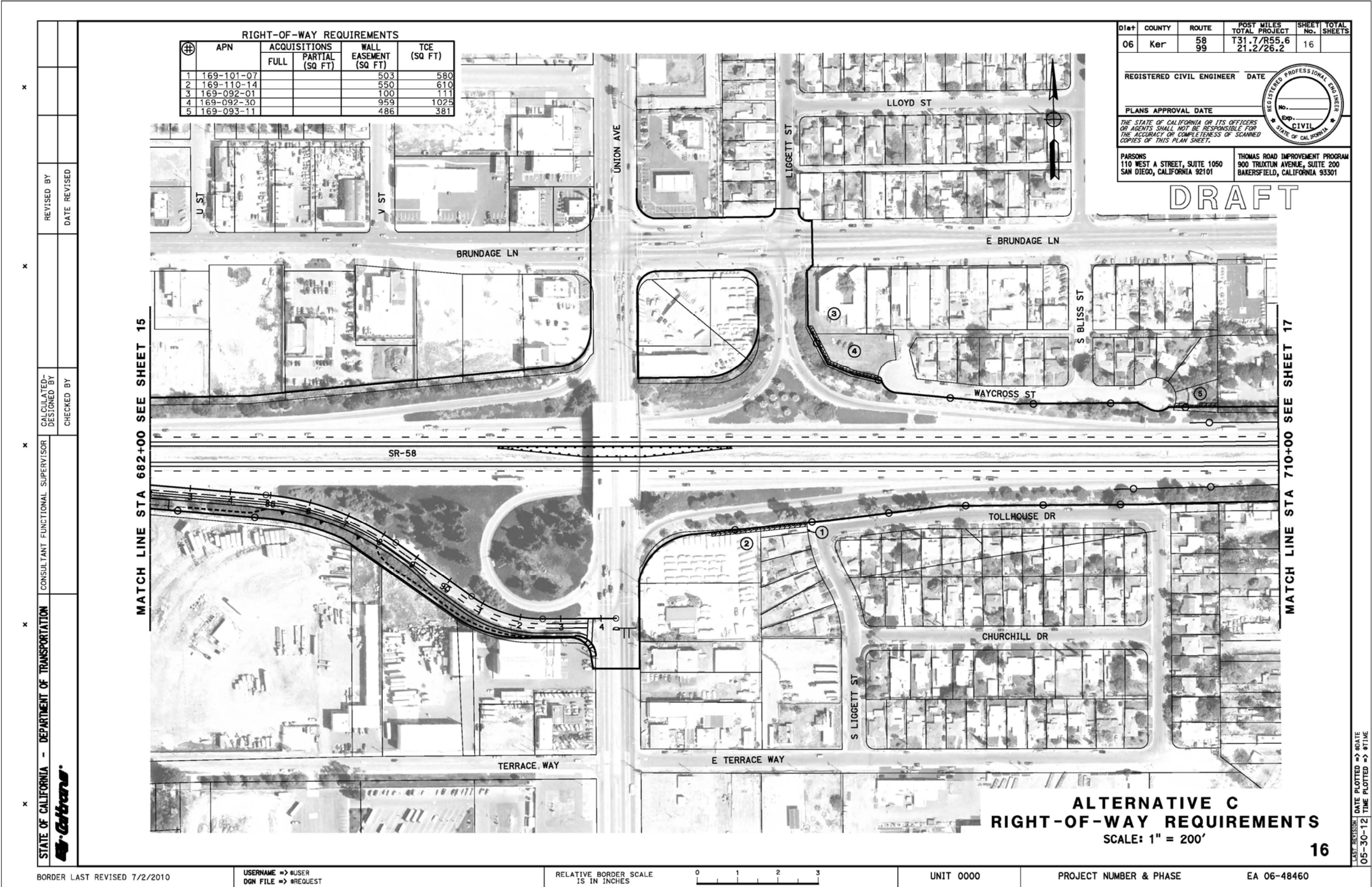


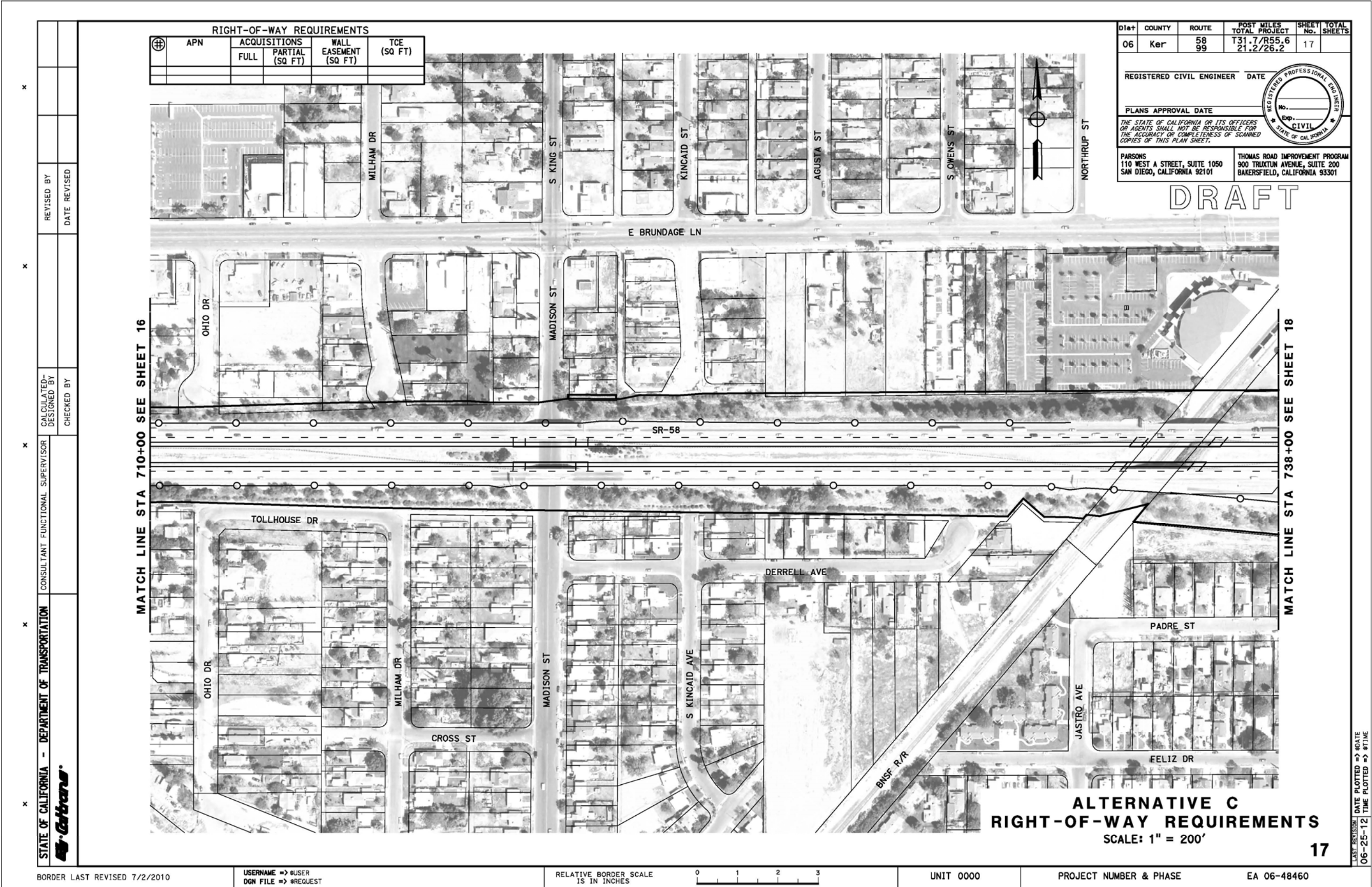


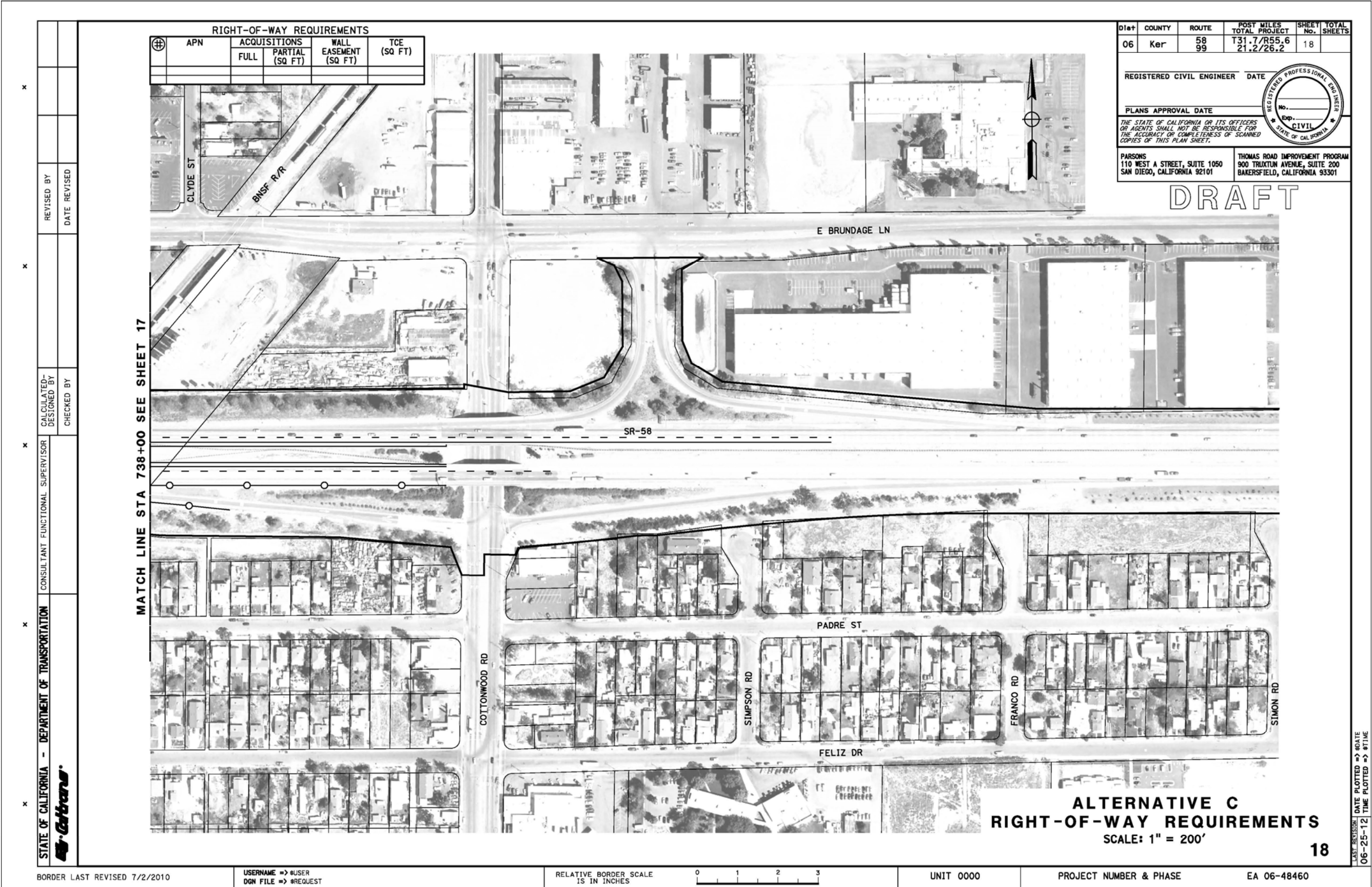


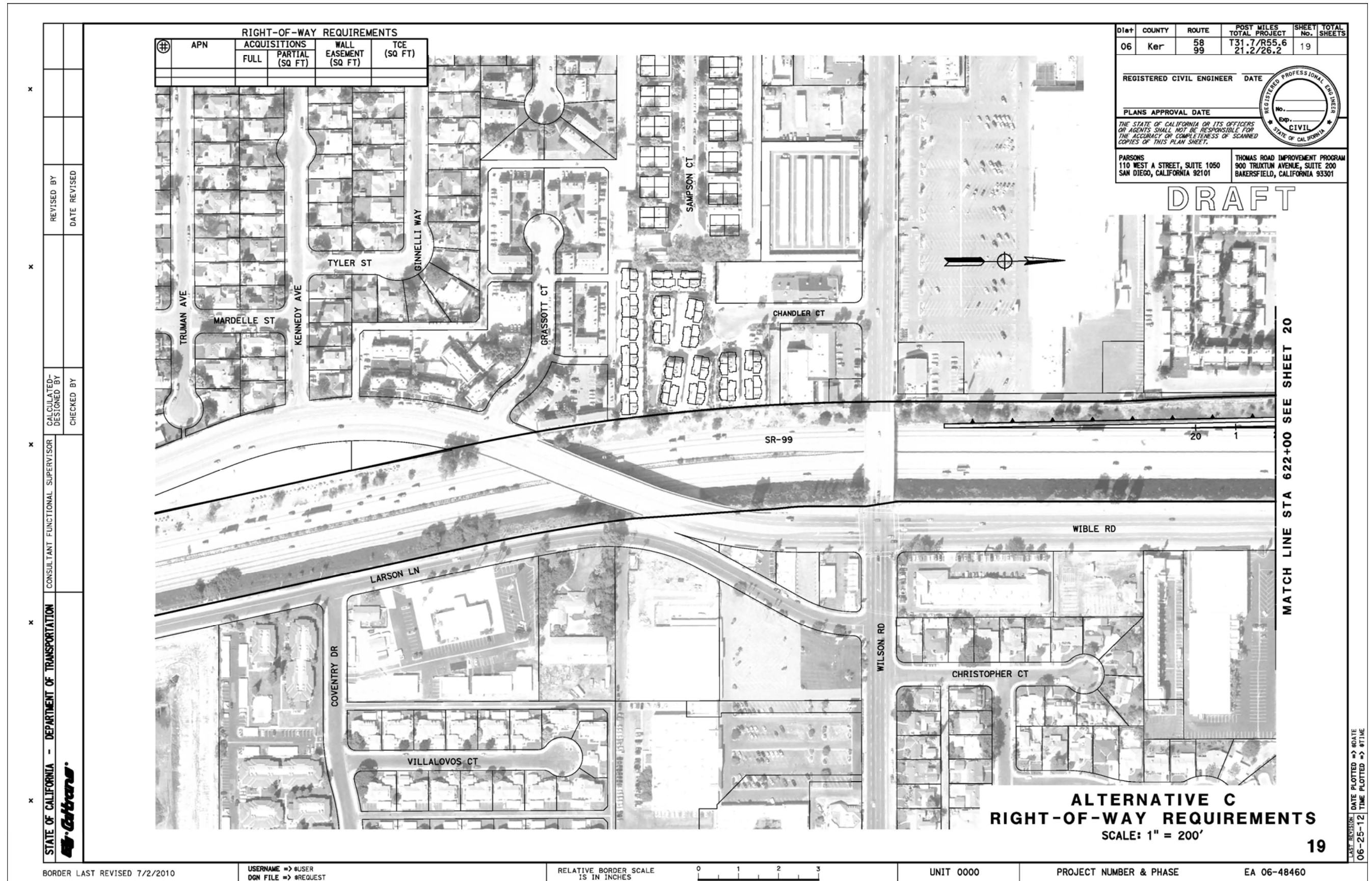


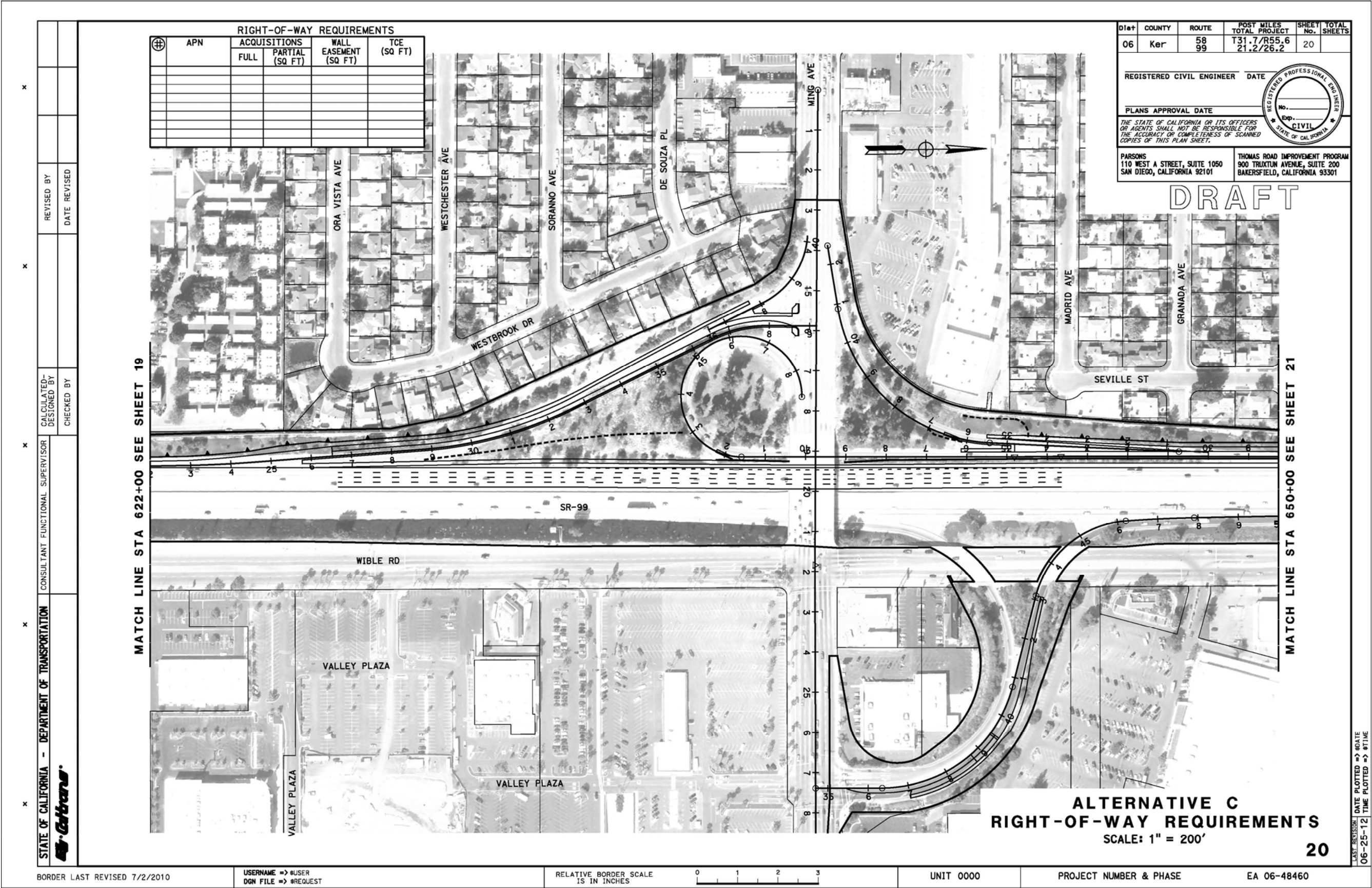




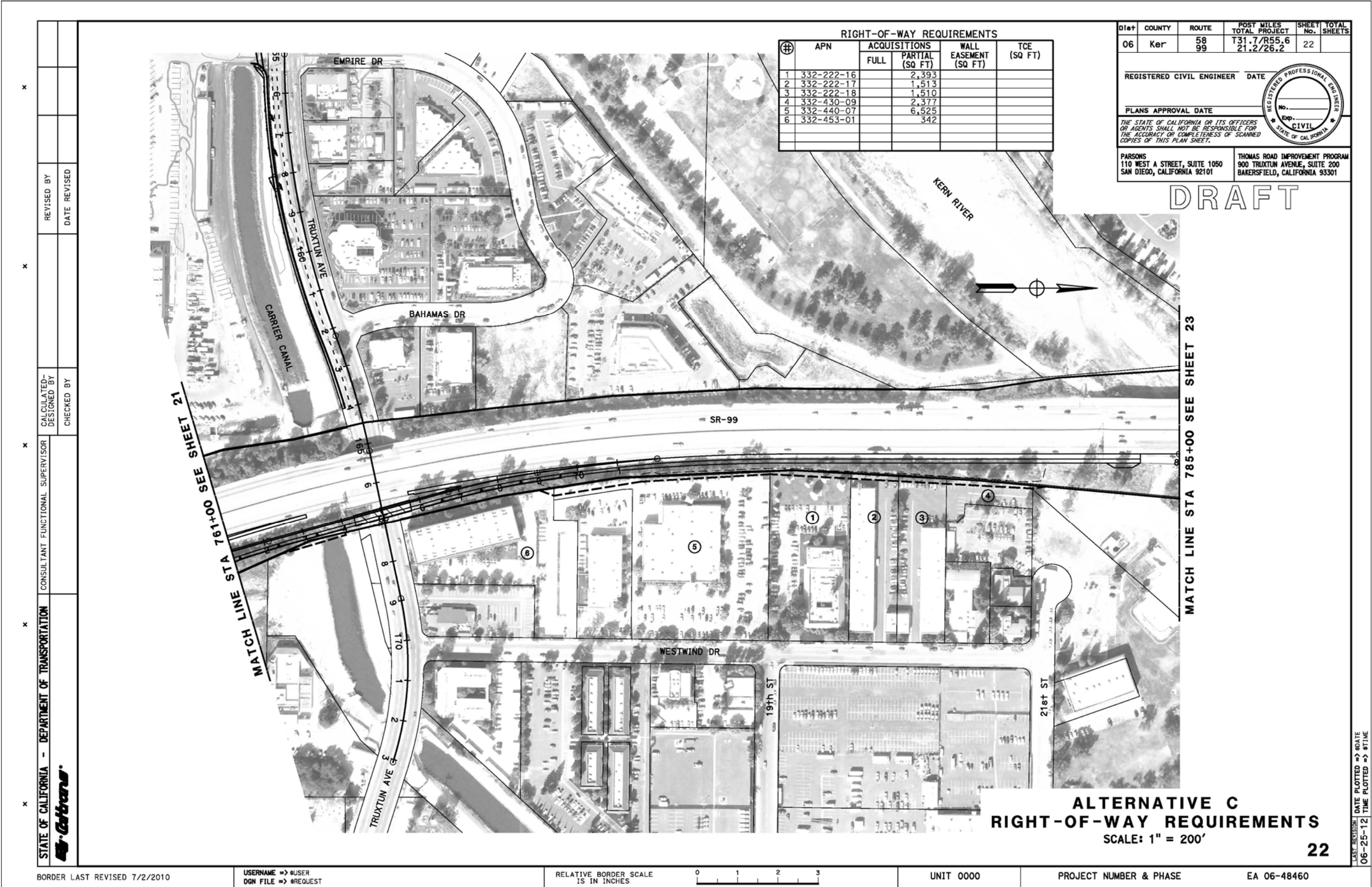


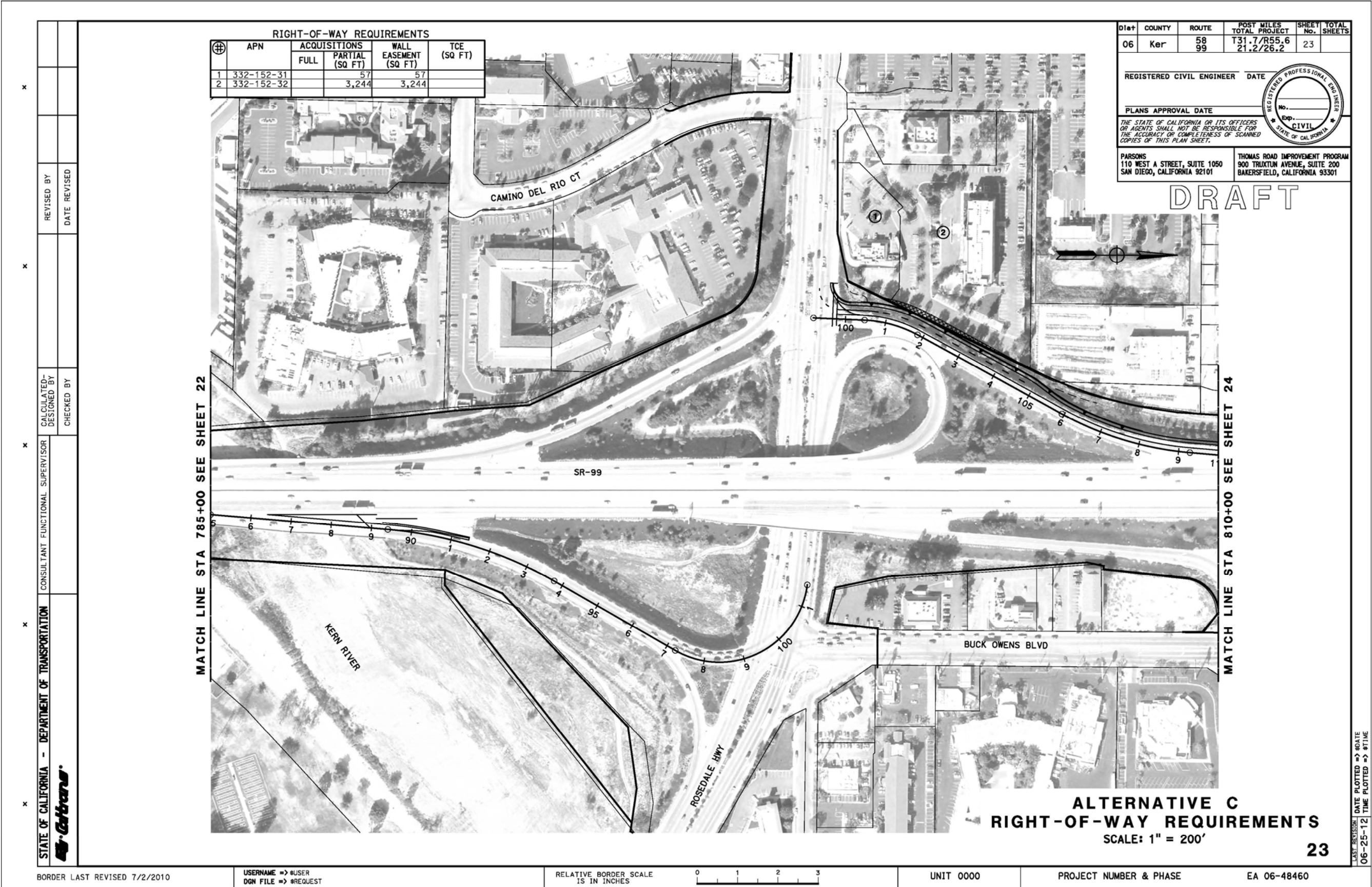




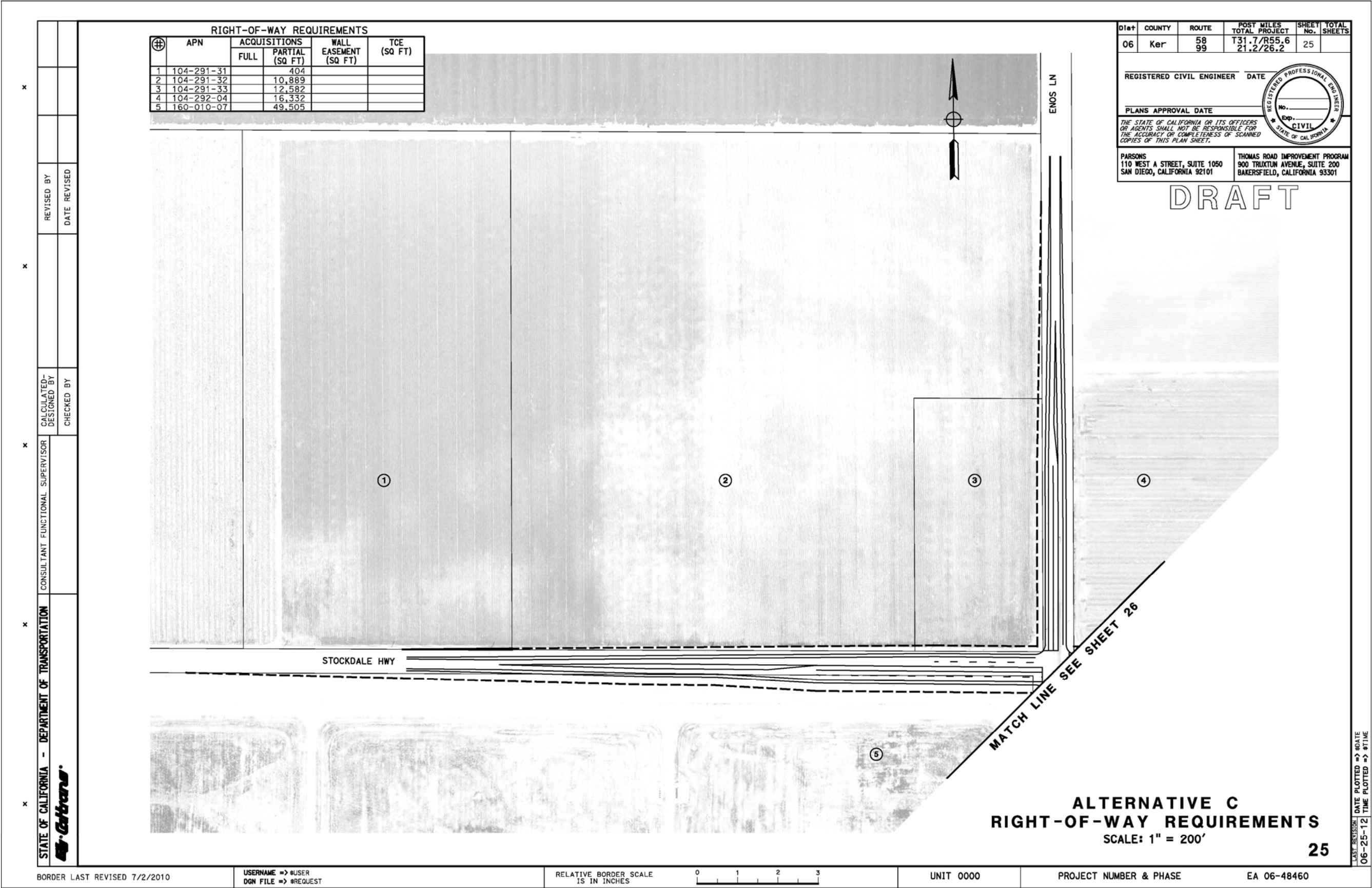


Centennial Corridor • 819





Centennial Corridor • 822





Appendix F Environmental Commitments Record for Preferred Alternative B

The purpose of the Environmental Commitments Record (ECR) provided in this appendix is to assign responsibility for the implementation, monitoring, and timing of each avoidance, minimization, mitigation, and standard condition measures that has been identified to address impacts of the project. Caltrans is the Lead Agency under NEPA and CEQA for the project, City of Bakersfield, as the agency sponsoring the project, would administer the design, right-of-way acquisition, and construction of the project, and manage the construction contractors. As a result, the city of Bakersfield is required to ensure compliance with each of the adopted commitments listed in the ECR.

The following matrix lists each of the environmental topics evaluated in the environmental document and the avoidance, minimization, and mitigation measures required to reduce or eliminate project impacts related to those topics. The columns in the following matrix provide the following information (described by column heading, from left to right):

- **ID No.:** This column provides the number of each commitment, as defined in detail in Chapters 3 and 4.
- **Task and Brief Description:** This column provides the complete language of each environmental commitment, from Chapter 3.
- **Source:** Describes the specific section in the Final Environmental Document from where the commitment was derived.
- **SSP/NSSP:** Indicates if a Standard Special Provision or Non-Standard Special Provision will be required to implement the commitment.
- **Responsible Staff:** This column lists the party or parties and personnel responsible for ensuring that each commitment is properly implemented.
- **Action to Comply:** This column describes the specific actions or steps that will be taken to complete the commitment.

- **CEQA Significance Addressed:** This column describes the significance level (potentially significant impact, less than significant with mitigation, less than significant, and no impact) of the CEQA impact that the commitment addresses.
- **Task Completed:** This column will be initialed and dated by one of the responsible staff members as soon as the corresponding environmental commitment has been completed.
- **Remarks/Due Date:** This column will be filled out as necessary. Due dates will be determined at a later date.

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
Farmland										
AG-1	Mitigation and Minimization: In conjunction with right-of-way acquisition for the improvements to the Stockdale Highway/State Route 43 intersection, Caltrans shall coordinate with the County of Kern and the California Department of Conservation on Caltrans’ intent to acquire property within a Williamson Act contract. Such notices shall be consistent with Government Code Sections 51290 through 51295 for public acquisition of Williamson Act land for a public improvement. The County of Kern shall amend the applicable Williamson Act contract to reflect the removal of the right-of-way purchased for roadway improvements from the contract.	Final environmental document Volume 1, Section 3.1.3, Measure AG-1	No	During right-of-way acquisition process	Caltrans Right of Way Staff, City of Bakersfield Right of Way Staff, and County of Kern Staff	Coordinate with the County of Kern and the California Department of Conservation on its intent to acquire property within a Williamson Act contract.	Less Than Significant Impact			
Community Character and Cohesion										
C-1	Minimization and Mitigation: The overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping, aesthetic sound wall, and bridge treatments. Other approaches and design solutions to mitigate or reduce community impacts will continue to be evaluated through final design.	Final environmental document Volume 1, Section 3.1.4.1, Measure C-1 Centennial Corridor Final EIR/EIS Volume 3, Chapter 2, F-1	No	Final Design	Caltrans Landscape Architect (Oversight) and City of Bakersfield Project Engineer/Landscape Architect	Maintain aesthetic design theme consistent with Westside Parkway.	Significant Impact			
C-2	Minimization and Mitigation: Caltrans, in coordination with the city of Bakersfield, prepared a relocation analysis as part of the <i>Final Relocation Impact Report</i> (December 2014). The results have been incorporated into the final environmental document. The relocation analysis enabled the relocation activities to be planned so that the problems associated with the displacement of individuals, families, and businesses are recognized in advance of moves and so that solutions are developed to minimize the adverse impacts of displacement. The scope of planning was based on the complexity and nature of the anticipated displacement activity, including the evaluation of program resources available to carry out timely and orderly relocations.	Final environmental document Volume 1, Section 3.1.4.1, Measure C-2	No	During right-of-way acquisition process	Caltrans Right of Way Staff and City of Bakersfield Right of Way Staff	Implement mitigation measures identified in the Final Relocation Impact Report.	Significant Impact			
C-3	Minimization and Mitigation: Close coordination with the Kern County Department of Human Services shall be undertaken to prepare a special publication for the residents of the Centennial Corridor project area that will identify the variety of social service providers available from metropolitan Bakersfield and Kern County public and private community-based organizations, including local religious institutions. The publication, which will be prepared in both English and Spanish, will also include contact numbers and the methods to obtain those services. Hard copies of the publication will be widely distributed in addition to online versions being placed on a website for viewing and downloading. The following services should be anticipated: employment opportunities and workforce development; legal services; information about financial and tax consequences of relocation; possible homeowner credit-repair counseling; first-time buyer counseling; and other services for special needs populations, including disabled, low-income, and senior citizens.	Final environmental document Volume 1, Section 3.1.4.1, Measure C-3	No	During right-of-way acquisition process	City of Bakersfield Right of Way Staff and Kern County Staff	Prepare publication that will identify the variety of social service providers available from metropolitan Bakersfield and Kern County public and private community-based organizations.	Significant Impact			
Relocation and Property Acquisition										
SC-R-1	Standard Condition: Caltrans, in coordination with the city of Bakersfield, shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from	Final environmental document Volume 1, Section 3.1.4.2, Standard Condition SC-R-1	No	During right-of-way acquisition process	Caltrans Right of Way Staff and City of Bakersfield Right of Way Staff	Implement all property acquisition and relocation activities in accordance with applicable federal policies.	Less Than Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.									
R-1	<p>Minimization: The following measures may be considered by Caltrans and the city of Bakersfield for incorporation into the relocation plan to minimize impacts to displaced businesses and residences:</p> <ul style="list-style-type: none">• Disruption of children’s education shall be minimized to the extent feasible. This may include, where possible, scheduling the relocation of families with school-aged children during the months of June through August, and identifying, as a priority, replacement housing options within the same Bakersfield public and private school district for those families who wish to keep their children there.• All relocation assistance materials shall be written in a non-technical way and be available in Spanish and English. One or more of the relocation specialists shall be fluent in Spanish; have demonstrated training/be certified from the International Right-of-Way Association; and have no fewer than five years of experience in explaining to potentially affected homeowners, tenants, and businesses, the provisions of the Uniform Relocation Act, as amended.• To the extent applicable, relocation of residential and non-residential properties shall be phased over time so that displacees have an opportunity to select the best replacement sites without competing with other affected property owners within the same community.• To the extent applicable, a lease-back of non-residential properties shall be considered to allow those proprietors who wish to continue to conduct their business at their current location as long as it is feasible.• Last Resort Housing Program payments shall be used to relocate residential households being displaced, if necessary, as provided for by the Uniform Relocation Act, as amended.• One or more specialists on the relocation team with prior experience working with people with special needs—especially the elderly, disabled, and low-income population groups—shall be made available to facilitate the relocation process.• Supplemental transportation at no cost shall be offered for displaced persons to inspect potential relocation housing should they be unable to use their own transportation.• At least one “business fair” shall be conducted to provide information to those businesses facing displacement. The fair will be an opportunity to provide businesses with the information and resources concerning how to optimize the impending relocations. Among people expected to participate are those working in the commercial leasing sector, moving companies, and others.• In advance of potential relocations of minority-owned businesses, outreach to such organizations as the Kern County Black Chamber of Commerce and Kern County Hispanic Chamber of Commerce shall be undertaken to identify resources that may be of particular help to such businesses.	Final environmental document Volume 1, Section 3.1.4.2, Measure R-1	No	During right-of-way acquisition process	Caltrans Right of Way Staff and City of Bakersfield Right of Way Staff	Incorporate identified measures into the relocation plan to minimize impacts to displaced businesses and residences.	Less Than Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
Utilities/Emergency Services										
SC-U-1	Standard Condition: Existing oil wells within the proposed right-of-way would be abandoned in accordance with the requirements in the California Code of Regulations. This includes filing a Notice of Intent and preparing an abandonment plan for approval by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Completion of the well abandonment process in compliance with existing regulations would ensure that no environmental hazards are created by the plugging operations or the abandoned well.	Final environmental document Volume 1, Section 3.1.5, Standard Condition SC-U-1	Yes	During right-of-way acquisition process	Contractor Resident Engineer	Oil wells identified for abandonment must be done per California Code of Regulation requirements.	Less Than Significant Impact			
Traffic and Transportation/Pedestrian and Bicycle Facilities										
T-1	Mitigation: Traffic and Transportation/Pedestrian and Bicycle Facilities: Modifications could include parking lot design modifications, space management (such as parking area restriping), or identifying parking lot replacement options.	Final environmental document Volume 1, Section 3.1.6, Measure T-1	No	Final Design	City of Bakersfield Project Engineer and Caltrans Engineer (Oversight)	Consider parking replacement options.	Less Than Significant Impact			
T-3	Minimization and Mitigation: Traffic and Transportation/Pedestrian and Bicycle Facilities: During final design, Caltrans shall work with the city of Bakersfield to amend the Metropolitan Bakersfield General Plan, Bikeway Master Plan to reflect the modified Class 3 bicycle route affected by Alternative B and shall take into consideration the means to minimize both operational and construction impacts to existing and planned bike routes and trails potentially affected by the project construction, including the Kern River Parkway bike path and Hoey Trail. The Kern River Parkway bike path and Hoey Trail shall be protected in-place to ensure connectivity with the existing facility on both sides of the bridge. All pedestrian facilities shall be designed to meet or exceed requirements of the Americans with Disabilities Act and current safety standards. Access to the pedestrian, bicycle, and equestrian trails shall be maintained to the extent practicable during the construction period.	Final environmental document Volume 1, Section 3.1.6, Measure T-3	No	Final Design	Caltrans Project Manager and City of Bakersfield Project Manager	Amend the Metropolitan Bakersfield General Plan, Bikeway Master Plan to reflect the modified Class 3 bicycle route affected by Alternative B.	Less Than Significant Impact			
Visual/Aesthetics										
V-1	Mitigation: In conjunction with final design, the city of Bakersfield and Caltrans shall develop, and the contractor shall implement, a landscaping plan that includes the following requirements: <ul style="list-style-type: none">All drip zones of isolated trees shall be protected with fencing. In addition, the existing environmentally sensitive areas (parks, Kern River) shall remain protected.An irrigation system shall be provided to all new plantings.An extended three-year maintenance period after the construction is completed shall be provided for single-source maintenance through the establishment period.	Final environmental document Volume 1, Section 3.1.7, Measure V-1	Yes	Final Design	Caltrans Landscape Architect (Oversight), city of Bakersfield, Contractor, and Resident Engineer	Develop and implement landscaping plan.	Significant Impact			
V-2	Mitigation: The overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping, aesthetic sound walls, bridge treatments, and lighting fixtures. The architectural treatments are shown in the visual simulations and are primarily comprised of brick. Additionally, the simulations contain views with and without vines for walls. The city of Bakersfield and the county of Kern shall enter into maintenance agreements with Caltrans. The maintenance agreements with the city and county will include maintenance of the enhanced aesthetic treatment, including graffiti removal. It should be noted that the city will have to provide the beige color paint to Caltrans for graffiti removal so that it is matched with the Westside Parkway architectural treatments. In the event the city cannot provide the beige color paint, Caltrans will have to use grey color	Final environmental document Volume 1, Section 3.1.7, Measure V-2	No	Design, Project Completion	Caltrans Landscape architect (Oversight), County of Kern Project Manager, and City of Bakersfield Project Manager	City of Bakersfield to enter Maintenance Agreement with Caltrans.	Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	paint to remove graffiti.									
V-3	Mitigation: As part of storm water runoff management, the infiltration basins will be designed to include buffer areas and/or plant screens to shield public views where practical.	Final environmental document Volume 1, Section 3.1.7, Measure V-3	No	Design	Caltrans project engineer (Oversight) and city of Bakersfield Project Engineer	Design infiltration basins per stormwater runoff management requirements.	Significant Impact			
V-4	Mitigation: Landscaping would be implemented upon completion of construction. Plant material would consist of native, drought tolerant, and self-sustaining species. Any proposed plant material shall be approved by the District Landscape architect and/or consistent with the Caltrans District 6-approved plant palette and would not include any invasive plant species.	Final environmental document Volume 1, Section 3.1.7, Measure V-4	No	Prior to Construction, Construction	Caltrans Landscape Architect (Oversight) and city of Bakersfield Landscape Architect	District Landscape Architect approval of plant material and/or Verify landscaping materials are consistent with Caltrans approved plant palette during PS&E phase of the project.	Significant Impact			
V-5	Mitigation: Caltrans shall preserve as many mature trees as practical. The landscape plan will incorporate a tree replacement plan with a replacement ratio of 1:1—for every one tree removed, a tree will be planted. Mature trees (larger than 20 feet high) that are to be removed shall be replaced using 20-inch box trees. A tree survey conducted by the city of Bakersfield and Caltrans shall be completed during the final design phase of the project. Design plans shall indicate locations of existing specimen-sized trees (larger than 20 feet high) to be preserved if possible. Tree replacement shall meet all Caltrans and city standards and policies.	Final environmental document Volume 1, Section 3.1.7, Measure V-5	Yes	Design, Construction	Caltrans Landscape Architect (Oversight), city of Bakersfield and Contractor Resident Engineer	Implement Landscape Plan and conduct tree survey.	Significant Impact			
Cultural Resources										
CR-1	Mitigation: The city of Bakersfield shall prepare for submittal to Caltrans, and ultimately the California State Historic Preservation Officer, a detailed report on the history of the key postwar housing tracts within Greater Bakersfield, built between 1945-1973, using broad themes and context from Caltrans' publication, <i>Tract Housing in California 1945-1973</i> (2011), and historical context and themes established in <i>Historical Resources Evaluation Report</i> for the Centennial Corridor Project as a foundation. The fact-based, objective report, of at least 50 pages in length, shall be prepared by a historian or architectural historian who meets the Secretary of the Interior's Professional Qualification Standards at 36 Code of Federal Regulations Part 61.	Final environmental document Volume 1, Section 3.1.8, Measure CR-1	No	Prior to Construction and During Construction	City of Bakersfield Environmental Manager, Cultural Resources Specialist, and Caltrans Environmental Specialist	Implement measures identified in Rancho Vista Historic District.	Less Than Significant with Mitigation			
CR-2	Mitigation: The city of Bakersfield will place the content created above onto a city-maintained public website prior to construction and within two years of execution of the Memorandum of Agreement and maintain the website through construction of the project and/or minimum of 5 years, whichever is longer.	Final environmental document Volume 1, Section 3.1.8, Measure CR-2	No	Prior to Construction and During Construction	City of Bakersfield Environmental Manager, Cultural Resources Specialist, and Caltrans Environmental Specialist	Implement measures identified in Rancho Vista Historic District.	Less Than Significant with Mitigation			
CR-3	Mitigation: The city, in consultation with Caltrans, will incorporate hardscape and landscape features compatible with the character of the Rancho Vista Historic District, including color and texture. The city will provide landscape plans to the Caltrans District 6 architectural historian during the design phase for review and approval. Should Caltrans District 6 and the city fail to agree on the appropriateness of the proposed landscaping plan; Caltrans District 6 will submit a summary of the disagreement to the State Historic Preservation Officer and Cultural Studies Office for a 30-day comment period. Caltrans District 6 and the city will consider all comments received prior to finalizing the landscape plans and provide a written response to the Cultural Studies Office and State Historic Preservation Officer within 14 days. If the parties cannot	Final environmental document Volume 1, Section 3.1.8, Measure CR-3	No	Prior to Construction and During Construction	City of Bakersfield Environmental Manager, Cultural Resources Specialist, and Caltrans Environmental Specialist	Implement measures identified in Rancho Vista Historic District.	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	resolve the dispute regarding landscape plans, continued resolution will proceed in accordance with Stipulation V.C of the Agreement.									
Hydrology and Floodplain										
SC-FP-1	Standard Condition: The following measures will be incorporated into project design to minimize flood flow impacts on the Kern River: <div><div>1.</div><div>Project design elements will include incorporation of bridge piers and abutments that are parallel to the direction of water flow to minimize flow obstruction.</div><div>2.</div><div>Pier placement will be optimized to align the piers with existing piers in the Kern River.</div><div>3.</div><div>Bridge abutments will be located outside of or as close to the limits of the floodplain as possible to minimize the reduction of conveyance capacity of the Kern River.</div><div>4.</div><div>Bridges will be designed with sufficient freeboard above the 100-year flood water surface elevation to prevent the bridge deck from affecting flood flows.</div></div>	Final environmental document Volume 1, Section 3.2.1, Standard Condition SC-FP-1	No	Final Design	Caltrans Project Engineer (Oversight) and City of Bakersfield Project Engineer	Incorporate identified measures to minimize flood flow impacts on the Kern River.	No Impact			
Water Quality and Storm Water Runoff										
WQ-1	Minimization: Disturbed soil areas and slopes would be stabilized with permanent landscaping and/or permanent erosion-control measures as part of the Design Pollution Prevention best management practices in Caltrans' Storm Water Management Plan. In addition, velocity dissipation devices would be used in design to reduce erosion potential. Standard best management practices would maintain runoff patterns, volumes, and velocities, and would prevent erosion, channel scouring, and sediment deposition. Standard best management practices include the following: <div><div>•</div><div>Consideration of downstream effects (such as flow rate and pollutant concentration) related to potentially increased flow, including peak-flow attenuation devices, reduction of paved surface, soil modification, and energy dissipation devices.</div><div>•</div><div>Preservation of existing vegetation</div><div>•</div><div>Concentrated flow conveyance systems (ditches, berms, dikes, and swales, overside drains, downdrains, paved spillways, channel linings, flared culvert end sections, outlet protection/velocity dissipation devices)</div><div>•</div><div>Slope/Surface protection systems (specifically, vegetated surfaces, benching/terracing, slope rounding, reduce gradients, hard surfaces).</div></div>	Final environmental document Volume 1, Section 3.2.2	Yes	Prior to Construction, During Construction	Contractor Quality Stormwater Developer/Specialist and Resident Engineer	Implement identified best management practices to minimize erosion.	Less Than Significant Impact			
Hazardous Waste or Materials										
H-1	Mitigation: Special provisions shall be included in the construction contract. Contractors will be required to prepare and work under a Health and Safety Contingency Plan(s), which will address worker safety when working with potentially hazardous materials including asbestos, lead-based paint, aerially deposited lead and/or other construction-related materials within the project right-of-way. Asbestos-containing materials sampling and analysis of buildings subject to demolition will be done by the contractor, as needed, prior to demolition and the statement of work will be included in the specifications.	Final environmental document Volume 1, Section 3.2.5, Measure H-1	Yes	Prior to Construction	Caltrans Environmental (Oversight), City of Bakersfield Design Engineer, and Contractor Resident Engineer	Include Health and Safety Contingency Plan(s) and associated requirements in construction contract and specifications.	Less Than Significant with Mitigation			
H-2	Minimization: A Soil Management Plan and Health and Safety Plan shall be developed by the contractor for approval by Caltrans, based on the results of soil investigation presented in the Preliminary Site Investigation, to ensure that soil excavated during the project construction which is impacted by metals or petroleum hydrocarbons	Final environmental document Volume 1, Section 3.2.5, Measure H-2	Yes	Prior to Construction	Caltrans Environmental (Oversight), City of Bakersfield Design Engineer, and Contractor Resident	Contractor must develop Health Safety Contingency Plan(s) based on the results of soil	Less Than Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	is handled, stockpiled, and disposed of in accordance with federal, state, and local regulations. The Soil Management Plan will also establish Reuse Screening Levels for the excavated soils with contaminant concentrations below the Reuse Screening Levels, which may be reused during construction projects on the right-of-way, while soils with contaminant concentrations exceeding the Reuse Screening Levels will need to be managed as hazardous wastes and disposed of at a Class I landfill.				Engineer	investigation.				
H-3	Minimization: Prior to any soil disturbance at the former Tosco Coke Pile (Assessor's Parcel Number 502-010-12), the Department of Toxic Substances Control shall be properly notified.	Final environmental document Volume 1, Section 3.2.5, Measure H-3	Yes	Prior to Construction	Contractor Resident Engineer	Notify DTSC prior to disturbance at APN 502-010-12.	Less Than Significant Impact			
H-4	Minimization: Provide written notification to the California Occupational Safety and Health Administration and California Department of Public Health should the construction activities involve removal of more than 100 square or linear feet of lead-based paint containing materials, in accordance with the requirements of Title 8 of the California Code of Regulations, Section 1532.1. In addition, waste characterization and disposal of lead-containing materials and lead contaminated debris shall be conducted in accordance with Title 22 of the California Code of Regulations and the California Health and Safety Code, Section 25157.8.	Final environmental document Volume 1, Section 3.2.5, Measure H-4	Yes	Prior to Construction	Contractor Resident Engineer	Notify appropriate agencies if activities involve removal of more than 100 square feet of lead-based paint containing materials.	Less Than Significant Impact			
H-5	Mitigation: Removal and/or disturbance of asbestos-containing construction materials must be conducted by a California Occupational Safety and Health Administration-registered and State licensed asbestos removal contractor. Asbestos-containing construction materials must be removed prior to any construction activities that will impact these materials. Disturbance and/or abatement operations should be performed under the direct observation of a California Certified Asbestos Consultant. At no time shall the identified asbestos-containing construction materials be drilled, cut, sanded, scraped or otherwise disturbed by untrained personnel. Construction activities involving the potential for impacting asbestos-containing construction materials shall be conducted in accordance with the requirements of Title 8 of the California Code of Regulations, Section 1529. Written notification shall be made to the California Occupational Safety and Health Administration at least 24 hours prior to the initiation of any construction activities that involve asbestos-related work of at least 100 square or linear feet. National Emission Standards for Hazardous Air Pollutants Notification to the San Joaquin Valley Air Pollution Control District will be made 10 days prior to beginning construction activities (modifications or demolitions). Notification to employees and contractors working on any bridge or structure with asbestos-containing construction materials shall be made in accordance with the California Health and Safety Code, Section 25915 and Proposition 65.	Final environmental document Volume 1, Section 3.2.5, Measure H-5	Yes	Prior to Construction	Contractor Resident Engineer and State Licensed Asbestos Removal Contractor	Asbestos-containing construction materials must be removed by identified personnel prior to any construction activities that will impact these materials. Notify applicable agencies at least 24 hours prior asbestos-related work of at least 100 square or linear feet.	Less Than Significant with Mitigation			
Air Quality										
VERA	Minimization: Implement the Voluntary Emission Reduction Agreement entered into as of November 13, 2014 between Caltrans and the San Joaquin Valley Air Pollution Control District.	Final environmental document Volume 2, Appendix L	No	Implement air quality improvements during or after the construction of the project.	Caltrans Project Manager (Oversight) and City of Bakersfield Project Manager (Implementation)	Implement Voluntary Emission Reduction Agreement.	Less Than Significant Impact			
Noise										
N-1	Abatement: Based on the studies completed, Caltrans intends to incorporate noise abatement in the form of sound walls that meet the criteria for reasonableness and feasibility. The recommended sound	Final environmental document Volume 1, Section 3.2.7,	No	Final Design, Construction	Caltrans Environmental (Oversight), City of Bakersfield	Incorporate approved noise abatement.	Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	walls would reduce the traffic noise levels by at least 5 decibels at the impacted receivers, would meet the design goal by providing a 7 decibel reduction for at least one receiver, and would cost less than the reasonableness cost allowance. If during final design, conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes. During the circulation of the draft environmental document, sound wall surveys were conducted with all property owners and residents of benefited receptors located within the footprint of Alternative B (Preferred Alternative). If more than 50 percent of the responding benefitted receptors oppose the sound wall, then the sound wall would not be constructed. Less than 50 percent of responding property owners and residents did not oppose the construction of any of the sound walls. Therefore, all 25 sound walls will be constructed.	Measure N-1			Design Engineer and Contractor Resident Engineer					
Wetlands and Other Waters										
B-1	Mitigation: Prior to initiation of construction, Caltrans shall coordinate with and obtain necessary permits from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board regarding compensation for impact to jurisdictional habitat. The mitigation approach will be negotiated with the resource agencies and will consist of one or a combination of the following: 1) purchase of credits at a jurisdictional waters mitigation bank; 2) enhancement of jurisdictional waters; 3) restoration of jurisdictional waters; or 4) purchase of existing jurisdictional waters and placing a conservation easement over them.	Final environmental document Volume 1, Section 3.3.2, Measure B-1	No	Prior to Construction	Caltrans Biologist (coordination) and City of Bakersfield Environmental Manager (Implementation)	Obtain necessary permits regarding jurisdictional habitat prior to construction.	Less Than Significant with Mitigation			
Threatened and Endangered Species										
B-3	Mitigation: Special Status Plant Species: Prior to project groundbreaking, a U.S. Fish and Wildlife Service-approved biologist(s) shall conduct updated protocol-level botanical surveys within the project footprint during the appropriate blooming periods for the following four species: the California jewelflower, the Kern mallow, the San Joaquin woollythreads, and the Bakersfield cactus. Surveys shall be conducted in accordance with the most current protocols accepted by the U.S. Fish and Wildlife Service. To the greatest extent practicable, efforts shall be made to avoid these species during project design. If one of these species is observed within the impact area at Stockdale Highway and State Route 43 and it cannot be avoided, Caltrans shall initiate formal consultation on those plants with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife to determine any appropriate conservation measures for those species. The mitigation shall include payment to an in-lieu fee program; preservation or enhancement of occupied habitat for the species; or collection of seed within the impact area and planting within a mitigation site with the appropriate microhabitat for this species. A detailed mitigation and monitoring program shall be prepared by a qualified biologist and approved by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife.	Final environmental document Volume 1, Section 3.3.5, Measure B-3	No	Prior to Construction	Caltrans Biologist (Oversight) and U.S. Fish and Wildlife Service-Approved Biologist	Qualified biologist to prepare mitigation and monitoring program, and complete botanical surveys prior to construction.	Less Than Significant with Mitigation			
B-4	Mitigation: <i>San Joaquin kit fox</i> : Measures have been developed from standard recommendations described in the <i>USFWS Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance</i> (USFWS 2011b),), Biological Opinion Service file number 08ESMF00-2013-F-0373 (December 20, 2013), 08ESMF00-2013-F-0373-R001 (February 24,	Final environmental document Volume 1, Section 3.3.5, Measure B-4	Yes	Design, During Construction	Caltrans Biologist (Oversight), City of Bakersfield Project Engineer/Environmental Manager, and Contractor Resident	Incorporate and implement required San Joaquin Kit Fox measures, per the USFWS requirements and	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>2015 and amended on July 30, 2015). In addition, project design changes have been identified to reduce impacts on the kit fox and have been incorporated into the design plans for the project. The main objective of project design changes is to maintain opportunities for kit foxes to cross over the road surface while reducing the potential for unintentional vehicle strikes. Construction of the new roadway would also incorporate several features to allow continued kit fox movement, including maintaining existing movement corridors along existing linear habitat features. These features include:</p> <ul style="list-style-type: none">• Permeable fencing shall be installed along the proposed right-of-way in all areas where there is known San Joaquin kit fox activity and lower traffic speeds/volumes. Permanent exclusionary fencing shall be installed along the proposed right-of-way in high-density residential areas and/or in areas with higher traffic speeds/volumes. In areas in need of new permeable fencing, at least one design option featured below shall be adopted to provide the San Joaquin kit fox with passage and movement opportunities, and to minimize the potential to disrupt species movement and habitat fragmentation of the project area: (1) elevate the bottom of the fence 5 inches above ground to allow unobstructed movement by San Joaquin kit fox under the fence; (2) install ground-level 8-inch by 8-inch-wide gaps 100 feet apart along the length of the fence to allow for San Joaquin kit fox movement at regular intervals along the right-of-way; and (3) install fencing with a minimum mesh size of 3½ by 7 inches, preferably 5 by 12 inches, to allow unlimited movement through the fence.• Curbed medians shall be used as part of the project design and their height shall be no greater than ten inches. Either 6-inch-high curbed medians with low vegetation (that is, less than 6 inches) or 10-inch-high unvegetated curbed medians shall be constructed so as not to obstruct the visual field of the San Joaquin kit fox near the roadway. Curbed medians less than 10 inches in height and which require landscaping shall be planted with low-level vegetation (i.e., less than 6 inches tall at maturity), or be mowed frequently to prevent overgrowth and provide an unobstructed line of sight for the species, or shall have gaps installed measuring no less than 4-feet-wide every 12 feet in areas landscaped with trees and shrubs. If required, landscaping shall be designed in conjunction with the curbed median design in order to allow unobstructed visibility to the San Joaquin kit fox and to maintain and/or enhance opportunities for movement across the roadway.• Median barriers will be required in some areas of the project for the purpose of public safety. Additionally, reinitiated Biological Opinion 08ESMF00-2013-F-0373-R001 was issued by the Fish & Wildlife Service on February 24, 2015 and amended on July 30, 2015. Reinitiated Biological Opinion 08ESMF00-2013-F-0373-R001 (July 30, 2015) removes the requirement to install modified k-rail barrier on State Route 58 from post mile R52.3 to post mile R55.4 and on State Route 99 from post mile 22.1 to post mile 22.7. In other portions of the project, the Caltrans-designed modified median barrier type 60/S shall be used. Caltrans type 60/S design previously has been utilized in other projects (e.g., reinitiated Biological Opinion for the State Route 99 Goshen to Kingsburg 6-Lane Project, in Tulare and Fresno Counties; Service File number 81420-2009-F-0752) and includes 8-inch radius openings (semi-circular openings 8				Engineer	updated Biological Opinion.				

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>inches high by 18 inches) spaced every 140-150 feet to allow passage by the San Joaquin kit fox. Maintaining permeability in this manner shall also reduce the potential to disrupt species movement and connectivity in the project area. During final design, Caltrans will verify the distance between k-rail barriers, diameter of hole cases, and dimensions of concrete wildlife passageways, known as Type L passageways, to minimize the effects to the San Joaquin kit fox.</p> <ul style="list-style-type: none">• No less than 30 but no more than 60 days prior to road construction, a U.S. Fish and Wildlife Service-approved biologist(s) shall conduct pre-construction surveys for San Joaquin kit fox dens both in the project footprint and within 200 feet of the footprint (project footprint plus temporary construction zone), inclusive of any utilities relocations. A report and map of known and potential kit fox dens shall be submitted to the U.S. Fish and Wildlife Service prior to the start of ground disturbance and/or construction activities. Repeat clearance surveys shall be conducted no more than 14 days before construction or after any delays in construction of over 2 weeks. Any new known or potential San Joaquin kit fox dens identified in the interim shall be reported to the U.S. Fish and Wildlife Service in a report and map. If no new known or potential San Joaquin kit fox dens are identified, an internal record shall be maintained that includes the survey date, the designated biologist conducting the survey, and the general survey findings. The records will be submitted to the U.S. Fish and Wildlife Service upon request.• Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible. If known or potential dens are identified within the project footprint during 60-day and/or 14-day pre-construction surveys, Caltrans shall request to monitor and excavate those dens that are expected to be affected directly by the project and cannot be avoided. Active dens shall not be excavated during the natal season (January 1–June 30). The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor potential dens for three consecutive nights using tracking medium and/or a remote sensor camera, shall submit monitoring results in a report to the U.S. Fish and Wildlife Service, and also shall oversee the hand excavation of dens that have been determined to be vacant following approval by the U.S. Fish and Wildlife Service. The U.S. Fish and Wildlife Service-approved biologist(s) also shall submit results of the den excavation and exclusion activities in a report to the agencies. The following measures shall be applied to dens that are not excavated:<ul style="list-style-type: none">○ Dens that are identified during pre-construction surveys of the project footprint boundary and a 200-foot area outside of the project footprint shall be monitored and protected by an exclusion zone around dens, as measured outward from the entrance or cluster of entrances of each den. Potential and atypical dens within 50 feet of the project footprint shall be protected with a 50-foot zone delineated by flagged stakes. Known dens within 100 feet of the project footprint shall be protected with a 100-foot zone. To ensure protection, the exclusion zone shall be demarcated by fencing/flagging that does not prevent access to the den by the San Joaquin kit fox. Acceptable designs shall have openings for San Joaquin kit fox ingress/egress but shall keep humans and equipment out,									

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>e.g., wooden posts connected with caution tape; orange construction cones; orange construction fencing with a mesh size less than 2 inches in diameter (to prevent the San Joaquin kit fox from becoming entangled in the fencing) with gaps every 50 feet. Fencing/flagging shall be maintained until all construction-related disturbances have been terminated. At that time, all fencing/flagging shall be removed to avoid attracting subsequent attention at the dens.</p> <ul style="list-style-type: none">○ If natal/pupping dens are discovered either within the project footprint or within 200 feet of the project footprint, Caltrans shall immediately notify the U.S. Fish and Wildlife Service.• The U.S. Fish and Wildlife Service-approved biologist(s) shall conduct a worker environmental awareness program for all construction crews prior to ground disturbing activities, with the purpose of informing all crew members of the potential for the San Joaquin kit fox to occur on site, the effects on the species from construction activities, how to minimize effects to the species, and the penalties for non-exempted take. The training shall include, at a minimum (1) special-status species identification and a description of suitable habitat for the species; (2) avoidance of environmentally sensitive areas; and (3) measures to implement in the event that this species is found during construction. The training shall be repeated to all new crew members working in San Joaquin kit fox habitat. Crew members shall sign an attendance sheet and confirm that they understand the protection measures and construction restrictions. Training materials and records of attendees shall be submitted to the U.S. Fish and Wildlife Service.• The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor road construction on a daily basis and shall verify that construction complies with the measures laid out in the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373). The U.S. Fish and Wildlife Service-approved biologist(s) shall maintain a log of daily monitoring notes that can be summarized and transmitted to the U.S. Fish and Wildlife Service by request.• Upon completion of project construction, all areas subject to temporary ground disturbance, including storage and staging areas, shall be restored to original grade and contour. Appropriate methods and plant species used to revegetate shall be determined on a site-specific basis in consultation with revegetation experts.• To minimize opportunistic predatory effects to the San Joaquin kit fox, the city and Caltrans shall condition contracts with contractors to require that trash be removed at least once daily from project areas and disposed of offsite so as not to attract predator species like coyotes (<i>Canis latrans</i>) and bobcats (<i>Lynx rufus</i>) to the project area.• The city and Caltrans shall condition contracts with contractors to require that contained water sources, which are inaccessible to the San Joaquin kit fox (e.g., elevated water trucks), be used for dust control and other construction water activities.• The U.S. Fish and Wildlife Service-approved biologist shall meet weekly with the resident engineer and contractor to review the week's upcoming ground-disturbing activities, including any									

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>possible changes from the project as analyzed in the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373 [December 20, 2013] and 08ESMF00-2013-F-0373-R001 [February 24, 2015 and amended on July 30, 2015]) and the avoidance and minimization measures. These meetings shall be documented and reported to Caltrans every two weeks, Caltrans will in turn report to the U.S. Fish and Wildlife Service every two weeks. Should the incidental take exceed the amount agreed upon in the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373), Caltrans must immediately reinstitute formal consultation.</p> <ul style="list-style-type: none">• If incidental take in the form of harassment, harm, injury, or death is likely, Caltrans shall immediately contact the U.S. Fish and Wildlife Service to report the encounter. If an injured or dead individual of a listed species is found, Caltrans shall follow the steps outlined in the <i>Salvage and Disposition of Individuals</i> section of the Biological Opinion (08ESMF00-2013-F-0373 [December 20, 2013] and 08ESMF00-2013-F-0373-R001 [February 24, 2015 and amended on July 30, 2015]).• A post-construction report detailing compliance with the project design criteria and proposed conservation measures shall be provided to the U.S. Fish and Wildlife Service within 60 calendar days of completion of the project. The report shall include: (1) dates of project groundbreaking and completion; (2) pertinent information concerning success of the project in meeting the conservation measures; (3) an explanation of failure to meet such measures, if any; (4) known project effects on San Joaquin kit fox, if any; (5) observed instances of injury to or mortality of the San Joaquin kit fox, if any; (6) the number of dens lost, if any; and (7) any other pertinent information. Any new sightings of the San Joaquin kit fox or its dens shall be reported to the California Natural Diversity Database.• In areas of known San Joaquin kit fox activity and high traffic volumes and/or speeds, existing San Joaquin kit fox movement corridors like the canal channels and the Kern River, as well as railroad right-of-ways (e.g., BNSF), shall be preserved through the use of bridges and/or culverts to facilitate crossings. Some segments of the canals under the new roadways shall be converted from trapezoidal channels to box culverts; other segments of the canals with existing box culverts shall be extended. Toe-of-road fill and bridge support walls shall be maintained and new walls will be designed no less than 20 feet from the centerlines of canal access roads and railroad.<ul style="list-style-type: none">○ An elevated bridge currently exists where the Westside Parkway crosses the trapezoidal channel of the Friant-Kern Canal. Species access will continue to be provided along an elevated access road located parallel to the canal.○ An above-grade bridge will be constructed over the trapezoidal channel of the Stine Canal. This will allow the species to move freely below the roadway.○ An above-grade bridge (westbound Mohawk Street off-ramp) will be constructed over the Cross Valley Canal, which exists as a double box culvert. The Kern River corridor is located proximate to the canal and so it provides existing access for the species in the area; no additional crossing features are proposed at this canal									

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>site.</p> <ul style="list-style-type: none">Two design options are proposed for the location where the new roadway will cross the Carrier Canal: (1) box culvert – if this design is chosen, a crossing structure (with proposed 5 x 5-inch mesh size and 10-inch diameter escape pipes within a 60-inch diameter crossing culvert) will be installed to connect the access roads on the north side of the canal; (2) bridge – if this design is chosen, no additional crossing features will be necessary since the elevated bridge above the trapezoidal canal will allow the species to move freely below the roadway. <ul style="list-style-type: none">Caltrans shall verify that the city compensates for the permanent loss of 10.26 acres and temporary disturbance to 67.86 acres of habitat consisting of non-native grassland, riparian woodland/Great Valley cottonwood riparian forest, ruderal/disturbed areas, desiccated waterways, detention basins, and agricultural land suitable for the San Joaquin kit fox by purchasing 105.43 acres (using a 3:1 compensation ratio for permanent effects and 1.1:1 compensation ratio for temporary effects) through the Metropolitan Bakersfield Habitat Conservation Plan. Prior to construction, the limits of affected habitat acreage by vegetation type shall be verified and delineated on a map, and submitted for approval to the U.S. Fish and Wildlife Service. This shall be done prior to its submittal to the city Planning Department for fee payment. <p>According to the Biological Opinion 08ESMF00-2013-F-0373-R001 (February 24, 2015), Avoidance and Minimization Measures to minimize the effects on San Joaquin Kit Fox from the installation of k-rail on-site included:</p> <ul style="list-style-type: none">Caltrans will install modified k-rail barriers that facilitate San Joaquin kit fox movement and passage across the roadways. Openings in the barriers will be spaced every seven segments of the k-rail; segments are 20-ft long, so intervals will be spaced approximately every 140-150 feet. One or a combination of two design options will be implemented. Designs include:<ul style="list-style-type: none">A Modified Type K segment may include a minimum 8-inch diameter hole cast or bored into a typical rail segment;A Type L passageway that off-sets a segment of k-rail via a gap measuring between 8-inches and 5-feet.Caltrans acknowledges that the aforementioned designs are only temporary solutions for addressing the issues of roadway permeability and wildlife passage; over the long-term. Additionally, modified k-rail will be used for portions of the project. Reinitiated Biological Opinion 08ESMF00-2013-F-0373-R001 was issued by the Fish & Wildlife Service on February 24, 2015 and amended on July 30, 2015. Reinitiated Biological Opinion 08ESMF00-2013-F-0373-R001 (July 20, 2015) removes the requirement to install modified k-rail barrier on State Route 58 from post mile R52.3 to post mile R55.4 and on State Route 99 from post mile 22.1 to post mile 22.7. <p>During final design, Caltrans will verify the distance between k-rail barriers, diameter of hole case, and dimensions of Type L passageway, to minimize the effects to the San Joaquin kit fox.</p> <p>Caltrans will commit to conducting crash-test and safety studies on alternative design options in order to provide the most effective</p>									

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>solutions for addressing San Joaquin kit fox movement across the roadscape.</p> <p>Project design changes, when implemented together, are expected to reduce the potential for adverse effects on the kit fox. Project design shall be re-evaluated and adjusted as appropriate during the final project design phase and, if changes are made, plans shall be submitted for review and approval to the U.S. Fish and Wildlife Service.</p> <ul style="list-style-type: none">Caltrans shall include Species Provisions that include avoidance and minimization measures of the Biological Opinion (Service file numbers 08ESMF00-2013-F-373 [December 20, 2013] and 08ESMF00-2013-F-0373-R001 [February 24, 2015 and amended on July 30, 2015), when soliciting contractor bid packages.									
Cumulative Impacts										
CUM-1	<p>Mitigation: The basic conceptual framework for the Sump Habitat Program is described in the September 2010 Draft Sump Habitat Program Plan, which addresses five core conservation goals in detail that are integral to the implementation and success of the Sump Habitat Program: 1) the selection of sumps that maintain San Joaquin kit fox accessibility and/or habitat (i.e., those of high/medium conservation priority based on the relative potential for minimizing program-level effects); 2) the installation and maintenance of San Joaquin kit fox enhancement features (i.e., fence/gate gaps, artificial dens, conservation zones, signs, and enhancement maintenance and repair); 3) the management of sump vegetation compatible with San Joaquin kit fox presence and/or use (i.e., performance of routine maintenance outside the San Joaquin kit fox natal season and the use of hand tools in conservation zones and new active dens); 4) the biological monitoring and reporting of results (i.e., pre-maintenance surveys; den monitoring and supervised den excavation; environmental awareness training; maintenance monitoring; annual enhancement inspection; annual San Joaquin kit fox sump use monitoring; and annual reporting); and 5) the provision of long-term conservation assurances (i.e., individual conservation easements for each sump; a perpetual non-wasting endowment for management, maintenance, and monitoring costs associated with ongoing implementation; and a Service-approved Long-Term Management Plan. The proposed easement and endowment holder(s) will be Service-approved third-party organizations). Further details in regards to these five core measures can be found in the Draft Sump Habitat Program Plan.</p> <p>a. The Sump Habitat Program will continue to be updated, refined, and ultimately finalized through an ongoing collaborative consultation process involving Caltrans, the city of Bakersfield, Parsons/Thomas Roads Improvement Program, and the Service over the course of the final remaining Thomas Roads Improvement Program project.</p> <p>b. The finalized Sump Habitat Program will be established and implemented within one year of the approval of the final environmental document for the last of the six Thomas Roads Improvement Program projects; the city of Bakersfield will fully fund the Sump Habitat Program within one year of this approval. Caltrans and the city of Bakersfield will share responsibility for the Sump Habitat Program; Caltrans will adhere to the proposed avoidance and minimization measures and terms and conditions of this Biological Opinion (Service file number 08ESMF00-2013-</p>	Final environmental document Volume 1, Section 3.7, Measure CUM-1	No	Prior to Construction and During Construction	Caltrans Environmental Manager, City of Bakersfield Project Manager, and Environmental Manager	Implement Sump Habitat Program during all project development and construction activities.	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	F-0373-R001) and will be responsible for the overall implementation of the Sump Habitat Program, while the city of Bakersfield will be responsible for enhancing sumps and conducting long term management of the Sump Habitat Program. A Service-approved third-party will be responsible for administering endowment funds and providing compliance oversight with the terms of the conservation easements for each sump in the Sump Habitat Program.									
Construction Impacts										
SC-CI-1	Community Impacts – Standard Conditions: To the extent practical, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the Traffic Management Plan to be prepared during the final design phase of project development.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-1	Yes	During Construction, Final Design	City of Bakersfield Traffic Engineer and Contractor Resident Engineer	Schedule street closures during nighttime hours.	No Impact			
SC-CI-2	Community Impacts – Standard Conditions: To the extent practical, the contractor shall avoid blocking or limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before their start.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-2	Yes	During Construction	Contractor Resident Engineer and Public Outreach	Contractor to avoid limiting access to businesses during business hours.	No Impact			
SC-CI-3	Community Impacts – Standard Conditions: Caltrans shall notify emergency service providers, such as fire, police, and ambulance services in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-3	No	Prior to Construction	City of Bakersfield Public Outreach	Notify emergency providers of construction time, location, and duration.	Less Than Significant with Mitigation			
SC-CI-4	Community Impacts – Standard Conditions: During the final design phase, the city of Bakersfield and Caltrans in coordination with affected facility owners or operators shall develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-4	No	Final Design	Caltrans Project Manager and City of Bakersfield Project Manager	Develop access plans.	Less Than Significant with Mitigation			
SC-CI-5	Utilities and Emergency Services – Standard Conditions: Caltrans and the city of Bakersfield shall coordinate with all affected private and public service utilities in advance of the construction. Per Caltrans requirements, all linear underground utilities within Caltrans’ right-of-way will be encased from right-of-way to right-of-way in either steel or concrete.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-5	No	During right-of-way acquisition process	Caltrans Project Engineer (Oversight) and City of Bakersfield Project Engineer	Coordinate with all affected private and public service utilities regarding ROW.	No Impact			
SC-CI-6	Utilities and Emergency Services – Standard Conditions: In accordance with the requirements in the California Code of Regulations, prior to the initiation of construction, the contractor shall coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. This coordination would avoid damage to existing utility lines and would limit disruption to existing utility services to the existing developments near the proposed alignments.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-6	Yes	Prior to Construction	Contractor -Utility Coordinator/Resident Engineer	Coordinate and notify operators of underground and overhead utility lines prior to activities.	No Impact			
SC-CI-7	Utilities and Emergency Services – Standard Conditions: The contractor shall conduct construction activities in accordance with the approved Traffic Management Plan for the project and Caltrans’ Manual of Uniform Traffic Control Devices to reduce impacts to emergency services and response. Coordination of roadway closures with appropriate emergency services would be addressed in the Transportation Management Plan.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-7	Yes	During Construction	Contractor Traffic Engineer and Resident Engineer	Contractor conduct construction activities according to Traffic Management Plan to reduce impact to emergency services.	No Impact			
SC-CI-8	Traffic and Transportation/Pedestrian and Bicycle Facilities – Standard Condition: Caltrans shall require the design team to develop a Traffic Management Plan to offset the effects of access restrictions and traffic congestion during construction of the freeway, ramps, and on local streets. The Traffic Management Plan will consider methods such as adjustment of signal timing and/or signal	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-8	No	Prior to Construction	Caltrans Project Engineer (Oversight) and City of Bakersfield Project Engineer	Develop Traffic Management Plan.	No Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	coordination to increase roadway efficiency; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access. The Traffic Management Plan will include a traffic contingency plan with procedures to be implemented for possible unforeseen circumstances and emergencies.									
SC-CI-9	Traffic and Transportation/Pedestrian and Bicycle Facilities – Standard Conditions: Caltrans shall require the contractor to provide motorist alert and awareness information during construction, as appropriate for the conditions, to include the following options: changeable message signs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-9	Yes	During Construction	Caltrans Project Manager (Oversight) and Contractor Public Outreach	Provide motorist alert and awareness information.	No Impact			
SC-CI-10	Traffic and Transportation/Pedestrian and Bicycle Facilities – Standard Conditions: Caltrans, in coordination with the city of Bakersfield, shall coordinate with Golden Empire Transit and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-10	No	Prior to Construction, Construction	Caltrans Project Manager and City of Bakersfield Project Manager	Coordinate with affected transit providers regarding applicable procedures.	No Impact			
SC-CI-11	Cultural Resources – Standard Conditions: In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to Section 5097.98 of the Public Resources Code, if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the Native American Heritage Commission, who will then notify the Most Likely Descendent. At this time, the Resident Engineer will contact the District 6 Environmental Branch so that staff may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Section 5097.98 of the Public Resources Code are to be followed as applicable.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-11	Yes	During Construction	Caltrans Cultural Staff (Coordination) and Contractor Resident Engineer/Environmental Manager	Divert all earth moving activities if cultural materials and/or human remains discovered until qualified assessment made.	Less Than Significant with Mitigation			
SC-CI-12	Cultural Resources – Standard Conditions: It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-12	No	During Construction	Caltrans Cultural Staff (Coordination), Contractor Resident Engineer, and Cultural Field Specialist	Investigate cultural resources that can be avoided. Additional surveys needed if project changes.	Less Than Significant with Mitigation			
CI-1/ NA-1-1	Cultural Resources – Mitigation: If cultural resources are discovered at the job site, all work activities shall stop within a 60-foot radius of the discovery, the discovery area shall be protected, and the Resident Engineer shall be notified. Cultural resources shall not be moved or taken from the job site until Caltrans investigates and determines the significance of the find. Work activities shall not resume within the discovery area until Caltrans provides written notification authorizing work activities to resume.	Final environmental document Volume 1, Section 3.6, Measure CI-1 and Volume 3, Chapter 8, NA-1-1	Yes	During Construction	Caltrans and Contractor Resident Engineer	Stop construction immediately if cultural resources are discovered.	Less Than Significant Impact			
SC-CI-13	Water Quality and Storm Water Runoff – Standard Conditions: The project shall conform to the requirements of the Caltrans' National Pollutant Discharge Elimination System Statewide Storm Water Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-13	Yes	During Construction	Caltrans Construction Manager (Oversight) and, Contractor Resident Engineer	Conform to requirements of Caltrans' National Pollutant Discharge Elimination System Statewide Storm	No Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	construction.					Water Permit.				
SC-CI-13	Water Quality and Storm Water Runoff – Standard Conditions: The contractor shall comply with the requirements of the General National Pollutant Discharge Elimination System Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ), also referred to as the Construction General Permit, as well as implementation of the best management practices specified in the Caltrans Storm Water Management Plan, to be prepared during the final design of the project.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-13	Yes	During Construction	Caltrans Construction Manager (Oversight) and Contractor Resident Engineer	Comply with General National Pollutant Discharge Elimination System Permit for Storm Water Discharges.	No Impact			
SC-CI-14	Water Quality and Storm Water Runoff – Standard Conditions: The contractor shall develop an acceptable Storm Water Pollution Prevention Plan containing proven best management practices to minimize storm water pollution that have the potential to affect water quality. All construction site best management practices would follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the Storm Water Pollution Prevention Plan shall include implementation of specific stormwater effluent monitoring requirements based on the project’s risk level to ensure water quality standards are met.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-14	Yes	Prior to Construction, Construction	Caltrans Construction Manager (Oversight) and Contractor Resident Engineer	Develop Storm Water Pollution Plan	No Impact			
SC-CI-15	Water Quality and Storm Water Runoff – Standard Conditions: During construction, when dewatering is required, the contractor shall fully conform to the requirements specified in Order No. R5-00-175 (CAG 995001), General Waste Discharge requirements for Discharges to Surface Water which Pose an Insignificant (De Minimus) Threat to Water Quality, from the Central Valley Regional Water Quality Control Board.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-15	Yes	During Construction	Caltrans Construction Manager (Oversight) and Contractor Resident Engineer	Conform to requirements in General Waste Discharge requirements and Discharges to Surface Water.	No Impact			
SC-CI-16	Water Quality and Storm Water Runoff – Standard Conditions: The contractor shall comply with all requirements of the Section 404 Permit issued by the U.S. Army Corps of Engineers for the discharge of dredged or fill material into waters of the United States.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-16	Yes	During Construction	Contractor Resident Engineer and Qualified Stormwater Developer/Practitioner	Comply with U.S. Army Corps of Engineers Section 404.	No Impact			
SC-CI-17	Water Quality and Storm Water Runoff – Standard Conditions: T The contractor shall comply with all requirements of the Section 401 Certification issued by the Regional Water Quality Control Board to ensure that all discharges comply with applicable federal and state effluent limitations and water quality standards.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-17	Yes	During Construction	Caltrans Construction Manager (Oversight) and Contractor Resident Engineer	Comply with Regional Water Quality Control Board requirements.	No Impact			
SC-CI-18	Water Quality and Storm Water Runoff – Standard Conditions: The contractor shall comply with all requirements of the Streambed Alteration Agreement per Section 1602 of the California Fish and Game Code.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-18	Yes	During Construction	Caltrans Construction Manager (Oversight) and Contractor Resident Engineer	Comply with Steambed Alteration Agreement.	No Impact			
CI-2	Paleontology – Mitigation: A Paleontological Mitigation Plan will be prepared prior to project construction. The plan would include the following mitigation measures: Specifications for paleontological mitigation shall be included in the construction contract special provisions section for this project to advise the construction contractor of the requirement to cooperate with the salvage of paleontological resources, particularly fossil remains and associated locality data.	Final environmental document Volume 1, Section 3.6, Measure CI-2	Yes	Prior to Construction	Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Principal Paleontologist	Prepare Paleontological Mitigation Plan.	Less Than Significant with Mitigation			
CI-3	Paleontology – Mitigation: A principal paleontologist that meets the qualifications in Chapter 8 – Paleontology of the Caltrans Standard Environmental Reference shall prepare a detailed Paleontological Mitigation Plan before the start of construction. The paleontologist must have a Master of Science/Arts (M.S./M.A.) or Doctor of Philosophy (Ph.D.) degree in paleontology or geology and will be familiar with paleontological salvage or mitigation procedures and	Final environmental document Volume 1, Section 3.6, Measure CI-3	No	Prior to Construction	Principal Paleontologist, Caltrans environmental (Oversight), and City of Bakersfield Environmental Manager	Identify a qualified principal paleontologist per Chapter 8 of Caltrans Standard Environmental	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	techniques. The Paleontological Mitigation Plan shall be certified by a California Professional Geologist.					Reference.				
CI-4	Paleontology – Mitigation: The city of Bakersfield will perform paleontological monitoring and salvage during construction-related excavation and other earth-moving activities. Within the boundaries of the project area, no earth-moving activity shall be allowed without written authorization of the Resident Engineer. The city of Bakersfield will provide a Paleontological Salvage Team consisting of a qualified Principal Paleontologist and Paleontological Monitors. The Resident Engineer will make arrangements for the Paleontological Salvage Team to be at the job site.	Final environmental document Volume 1, Section 3.6, Measure CI-4	Yes	During Construction	Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Perform paleontological monitoring and salvage during all earth moving construction activities.	Less Than Significant with Mitigation			
CI-5	Paleontology – Mitigation: If unanticipated fossils are discovered in an area of the project site not being actively monitored, the remains shall not be disturbed. The Resident Engineer shall direct that all work within a 60-foot radius of the discovery be stopped and that the area be protected. The Resident Engineer, in consultation with the paleontologist, will investigate and modify the dimensions of the protected area, if necessary. Paleontological resources will not be removed from the project site without authorization. Work will not resume within the specified radius of the discovery until authorized by the Resident Engineer.	Final environmental document Volume 1, Section 3.6, Measure CI-5	Yes	During Construction	Contractor Resident Engineer, Caltrans Environmental (Oversight), City of Bakersfield Environmental Manager, and Principal Paleontologist	If unanticipated fossils are discovered, stop work within a 60-foot radius of the discovery.	Less Than Significant with Mitigation			
CI-6	Paleontology – Mitigation: The Paleontological Salvage Team will be notified 15 days in advance of the start of excavation or any other earth-moving activity.	Final environmental document Volume 1, Section 3.6, Measure CI-6	Yes	During Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Notify Paleontological Salvage Team 15 days prior to excavation or earth-moving activity.	Less Than Significant with Mitigation			
CI-7	Paleontology – Mitigation: The construction contractor shall attend a pre-construction meeting with the Paleontological Salvage Team and the Resident Engineer to establish procedures for cooperation in the event fossil remains are encountered and to provide for worker safety during monitoring and salvage activities. The Principal Paleontologist and the Caltrans paleontology coordinator will be present at pre-grading meetings to consult with grading and excavation contractors.	Final environmental document Volume 1, Section 3.6, Measure CI-7	Yes	Prior to Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Coordinate pre-construction meeting to establish procedures for cooperation in the event fossil remains are encountered.	Less Than Significant with Mitigation			
CI-8	Paleontology – Mitigation: Before any earth-moving activity, the Principal Paleontologist shall conduct an employee environmental awareness training session for all persons involved in that earth-moving activity.	Final environmental document Volume 1, Section 3.6, Measure CI-8	Yes	Prior to Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Conduct an employee environmental awareness training session for all persons involved in that earth-moving activity.	Less Than Significant with Mitigation			
CI-9	Paleontology – Mitigation: Before the start of earth-moving activities, the Paleontological Salvage Team will conduct a pre-construction field survey of the project area, and any exposed fossil remains will be recovered. A qualified Paleontological Monitor, under the direction of the Principal Paleontologist, will be onsite to inspect cuts and debris piles to allow for the discovery and recovery of larger fossil remains. Monitoring will be conducted at all times during original grading in areas underlain by highly important rock units. If necessary, additional personnel will be assigned to recover an unusually large or numerous fossil occurrence.	Final environmental document Volume 1, Section 3.6, Measure CI-9	No	Prior to Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Conduct pre-construction field survey and recover any exposed fossil remains.	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
CI-10	Paleontology – Mitigation: The Paleontological Salvage Team will salvage fossil remains exposed by excavation and other earth-moving activities. The Resident Engineer, at the request of the Paleontological Salvage Team, may temporarily divert or stop such activities in the vicinity of a fossil locality to avoid disturbing the locality pending removal of the remains. When fossil remains are discovered, the Paleontological Monitor will recover them and contact a Principal Paleontologist for assistance, if necessary. Earth-moving activities in these areas shall be halted or diverted to allow for the recovery of the remains in a timely manner.	Final environmental document Volume 1, Section 3.6, Measure CI-10	Yes	During Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Salvage fossil remains exposed by excavation and other earth-moving activities.	Less Than Significant with Mitigation			
CI-11	Paleontology – Mitigation: Bulk sediment or rock samples will be recovered from fossiliferous horizons and processed to allow for the recovery of microvertebrate and other microfossil remains, as determined necessary by the Principal Paleontologist.	Final environmental document Volume 1, Section 3.6, Measure CI-11	Yes	During Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Recover and process bulk sediment or rock samples.	Less Than Significant with Mitigation			
CI-12	Paleontology – Mitigation: Fossil remains collected as a result of monitoring and salvage or sample processing will be cleaned, prepared, sorted, curated, and cataloged. Recovered specimens will be identified by appropriate paleontological specialists.	Final environmental document Volume 1, Section 3.6, Measure CI-12	Yes	During Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Clean, prepare, sort, curate, and catalog recovered fossil remains.	Less Than Significant with Mitigation			
CI-13	Paleontology – Mitigation: Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, shall then be deposited in a Caltrans-approved museum repository with paleontological collections and made available for future scientific study.	Final environmental document Volume 1, Section 3.6, Measure CI-13	Yes	During Construction	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Fossils and supporting documents must be curated to a Caltrans-approved repository.	Less Than Significant with Mitigation			
CI-14	Paleontology – Mitigation: A final report shall be completed by the Principal Paleontologist. The report shall outline the results of the mitigation program and will be signed by the Principal Paleontologist and Professional Geologist. A copy of the report will be supplied to the museum repository and to Caltrans.	Final environmental document Volume 1, Section 3.6, Measure CI-14	Yes	Project Completion	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Prepare and distribute final paleontological report.	Less Than Significant with Mitigation			
CI-15	Paleontology – Mitigation: At the completion of the project, the Caltrans paleontological coordinator will prepare a paleontological stewardship summary with a list of any long-term commitments. The list will be provided to both Maintenance and Operations staff, including the Encroachment Permits office.	Final environmental document Volume 1, Section 3.6, Measure CI-15	No	Project Completion	Contractor Resident Engineer, Caltrans environmental (Oversight), City of Bakersfield Environmental Manager, and Paleontological Salvage Team	Prepare a paleontological stewardship summary.	Less Than Significant with Mitigation			
SC-CI-19	Hazardous Waste or Materials – Standard Conditions: A Health and Safety Contingency Plan shall be prepared as part of the standard engineering design process.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-19	Yes	Prior to Construction	Caltrans Project Engineer (Oversight) and City of Bakersfield Project Engineer	Prepare Contingency Plan.	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
SC-CI-20	<p>Air Quality – Standard Conditions: Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the San Joaquin Valley Air Pollution Control District’s Rule 9510 (Indirect Source Review). This rule applies to transportation or transit projects with construction exhaust emissions of at least 2 tons of nitrogen oxides or 2 tons of particulate matter (PM₁₀) per year. These projects are required to reduce their construction exhaust emissions of nitrogen oxides and particulate matter (PM₁₀), by 20 and 45 percent, respectively, compared to the statewide average for construction equipment. If, after implementation of all feasible onsite mitigation measures, the required emission reduction is not achieved, the rule provides a mechanism by which Caltrans can pay an offsite mitigation fee to the district. Methods of calculating the offsite emission reduction fee are provided in Section 7.1.1 of Rule 9510 and the District’s Rule 3180. District Rule 3180 establishes a 4 percent administration fee to cover the district’s cost of operating an offsite emission reduction program.</p> <p>Achieving a 20 percent nitrogen oxides reduction in exhaust emissions compared to the statewide fleet average can be met by implementing one or more of the following measures:</p> <ul style="list-style-type: none">• Operate equipment with engines newer than 1996.• Retrofit the existing equipment with control devices (e.g., exhaust oxidation catalyst).• Use cleaner fuels such as liquid natural gas, compressed natural gas, or aqueous diesel fuel, where feasible.• Prohibit truck idling in excess of 10 minutes, whenever practical.• Use only well-maintained equipment; use proper planning to reduce rework and multiple handling of earth materials.• Pay a mitigation fee to the air district to obtain reductions through incentive and other programs.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-20	Yes	During Construction	Caltrans project engineer (oversight), City of Bakersfield Project Engineer, and Contractor Resident Engineer	Contractor is required to comply with San Joaquin Air Pollution Control District Rule 9510 regarding exhaust emissions.	Less Than Significant Impact			
SC-CI-21	<p>Air Quality – Standard Conditions: Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the San Joaquin Valley Air Pollution Control District’s Regulation VIII (Fugitive PM₁₀ Prohibitions) and shall implement all applicable control measures included in the District’s Guide for Assessing and Mitigating Air Quality Impacts, specifically those measures listed in Table 6-2 (Regulation VIII Control Measures) and Table 6-3 (Enhanced and Additional Control Measures) of the document. Applicable mitigation measures as listed in these tables include the following:</p> <ul style="list-style-type: none">• All disturbed areas, including storage piles that are not being actively used for construction purposes shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant, or they shall be covered with a tarp, another suitable cover, or vegetative ground cover.• All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer/suppressant.• All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions by applying water or by pre-soaking.• With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-21	Yes	During Construction	Caltrans project engineer (oversight), City of Bakersfield Project Engineer, and Contractor Resident Engineer	Contractor is required to comply with San Joaquin Air Pollution Control District’s Regulation VIII and implement applicable control measures.	Less Than Significant Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>demolition.</p> <ul style="list-style-type: none">When materials are transported offsite, all material shall be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.Within urban areas, an owner/operator shall prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of the site.Any construction site with 150 or more vehicle trips per day shall prevent carryout and trackout.The following measures shall be implemented at construction sites with high emissions of fugitive dust:<ul style="list-style-type: none">Limit traffic speed on unpaved roads to 15 miles per hour.Install sandbags or other erosion-control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.The following measures shall be implemented at large construction sites near sensitive receptors:<ul style="list-style-type: none">Install wheel washers for all exiting trucks, or wash off tires of trucks and equipment leaving the site.Install wind breaks at windward side(s) of construction areas.Suspend excavation and grading activities when wind exceeds 20 miles per hour.Limit areas subject to excavation, grading, and other earthwork activity at any one time.									
SC-CI-22	Air Quality – Standard Conditions: Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the Code of Federal Regulations (CFR) requiring notification and inspection for the construction activities that are involved with demolition, renovation, or removal of asbestos-containing materials. Before starting any demolition or renovation of any building, Caltrans shall require the contractor to consult with the San Joaquin Valley Air Pollution Control District's Compliance Division to determine inspection and compliance requirements.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-22	Yes	Prior to Construction, Construction	Contractor Resident Engineer	Contractor to comply with CFR hazardous emission regulations. Consult with San Joaquin Valley Air Pollution Control District's Compliance Division.	Less Than Significant Impact			
SC-CI-23	Noise and Vibration – Standard Conditions: The contractor shall be required to adhere to the following equipment noise-control measures: <ul style="list-style-type: none">Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-23	Yes		Contractor Resident Engineer and Environmental Manager	Adhere to required equipment noise-control measures.	No Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<ul style="list-style-type: none">Construction methods or equipment that will provide the lowest level of noise and ground vibration impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.Idling equipment shall be turned off.Construction activities shall be coordinated to build recommended permanent sound walls during the first phase of construction to protect sensitive receivers from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible.Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise-abatement measures (such as mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (such as mufflers and shrouding).Construction activities shall be minimized to the extent possible in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. However, nighttime construction may be desirable (such as in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the city or County shall occur before construction can be performed in noise-sensitive areas between 9:00 in the evening and 6:00 in the morning.Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (such as residences, hotels, and motels).									
SC-CI-24	Noise and Vibration – Standard Conditions: The contractor shall be required to adhere to the following administrative noise control measures: <ul style="list-style-type: none">Once details of the construction activities become available, the contractor shall work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.Good public relations shall be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities shall be provided. A construction noise monitoring program to track	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-24	Yes	Prior to Construction and During Construction	Contractor Resident Engineer and City of Bakersfield Public Outreach Staff	Adhere to required noise control measures and work with the community to minimize objections.	No Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	sound levels and limit the impacts shall be implemented. <ul style="list-style-type: none">In case of construction noise complaints by the public, the Resident Engineer shall coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or temporarily suspended, if necessary.									
SC-CI-25	Noise and Vibration – Standard Conditions: The contractor shall be required to adhere to the following vibration-control measures: <ul style="list-style-type: none">Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).The owner of a building close enough to a construction vibration source that could cause damage to that structure could be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.Conduct vibration monitoring during vibration-intensive activities.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-25	Yes	During Construction	Contractor Resident Engineer and City of Bakersfield Public Outreach Staff	Adhere to required vibration-control measures.	No Impact			
CI-16	Noise and Vibration – Minimization: The contractor shall prepare a Noise and Vibration Monitoring and Mitigation Plan by a qualified Acoustical Engineer and submit it for approval. The plan must outline noise- and vibration-monitoring procedures at predetermined noise- and vibration-sensitive sites as well as historic properties. The plan also must include calculated noise and vibration levels for various construction phases and mitigation measures that may need to meet the project specifications. The contractor shall not start any construction work or operate any noise-generating construction equipment at the construction site before approval of the plan. The plan must be updated every three months or sooner if there are any changes to the construction activities.	Final environmental document Volume 1, Section 3.6, Measure CI-16	Yes	Prior to Construction	Qualified Acoustical Engineer and Contractor Resident Engineer	Prepare a Noise and Vibration Monitoring and Mitigation Plan and submit for approval. Continue to update per Caltrans requirements.	No Impact			
SC-CI-26	Energy – Standard Condition: The contractor shall identify specific measures that reduce the amount of refuse generated by construction of the proposed project, consistent with the waste reduction requirements established by the California Integrated Waste Management Act of 1989.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-26	Yes	Prior to Construction, Construction	Contractor Resident Engineer	Identify specific reduction measures of refuse generated by construction.	No Impact			
SC-CI-27	Biological Environment – Standard Condition: Invasive Species: In compliance with the Executive Order on Invasive Species (Executive Order 13112) and subsequent guidance from the Federal Highway Administration, Caltrans shall not use species listed as invasive as part of landscaping erosion control measures. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. To adhere to this requirement, any landscape designs shall be submitted to Caltrans for review and concurrence by a qualified biologist during the project design phase. The review shall verify that no noxious weeds/invasive exotic plant species are in the proposed landscaping plan. If the plan contains noxious weeds/invasive species, the reviewing biologist shall coordinate suitable substitutes.	Final environmental document Volume 1, Section 3.6, Standard Condition SC-CI-27	Yes	During Construction	Caltrans Environmental (Oversight) and Contractor Resident Engineer/Environmental Manager	Landscape designs to be approved by qualified biologist during project design phase.	No Impact			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
CI-17	Biological Environment – Minimization: Wetlands and Other Waters: Before starting any grading and/or construction-related activity within 50 feet of areas under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife, the contractor shall install fencing, flagging, lath and rope, or another device to delineate the jurisdictional areas that would not be affected by the project. The purpose of the fencing is to protect the jurisdictional areas from inadvertent disturbance. Placement of the fencing shall be done under the recommendation of a qualified biologist in coordination with the project engineer.	Final environmental document Volume 1, Section 3.6, Measure CI-17	Yes	Prior to Construction	Contractor Resident Engineer	Install fencing, flagging, lath and rope, or another device to delineate jurisdictional areas.	Less Than Significant with Mitigation			
CI-18	Biological Environment – Mitigation: Western Spadefoot, Western Pond Turtle, Coast Horned Lizard, Silvery Legless Lizard: A pre-construction survey for western spadefoot, western pond turtle, coast horned lizard, and silvery legless lizard shall be conducted by a qualified biologist within the proposed impact area before construction. Suitable habitat (such as pools for western spadefoot tadpoles or pond turtles) into which to relocate the individuals will be identified by the biologist and approved by the California Department of Fish and Wildlife before individuals are translocated. If these species are observed on or adjacent to the impact area and are in imminent danger from construction activities, a qualified biologist shall capture and relocate individuals to an appropriate location outside the impact area. The biologist conducting the surveys shall hold necessary permits to handle the species. If animals are not in imminent danger, they shall be allowed to leave the impact area on their own.	Final environmental document Volume 1, Section 3.6, Measure CI-18	Yes	Prior to Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Pre-construction survey for identified species.	Less Than Significant with Mitigation			
CI-19	Biological Environment – Mitigation: White-tailed Kite: A pre-construction survey for nesting raptors shall be done by a qualified biologist within the limits of project disturbance and shall be repeated annually. Any active nest found during survey efforts shall be mapped on the construction plans. If nesting activity is present, the active site shall be protected until nesting activity ends to ensure compliance with Section 3503.5 of the <i>California Fish and Game Code</i> . Nesting activity for raptors in the region normally occurs from February 1 to August 31. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the California Department of Fish and Wildlife. To protect any white-tailed kite nest site, the following restrictions on construction would be required between February 1 and August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 600 feet in any direction from any occupied nest; (2) access and surveying shall be restricted within 600 feet of any occupied nest; and (3) full-time biological monitoring shall be required when construction is within 600 feet of an active nest. Any encroachment into the buffer area around the known nest shall be allowed only if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the non-nesting season can occur only at the sites if a qualified biologist determines that fledglings have left the nest.	Final environmental document Volume 1, Section 3.6, Measure CI-19	Yes	Prior to Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Conduct annual pre-construction surveys for nesting raptors.	Less Than Significant with Mitigation			
CI-20	Biological Environment – Mitigation: Burrowing Owl: A pre-construction survey shall be conducted by a qualified biologist in accordance with the survey requirements detailed in the California Department of Fish and Game's March 7, 2012 <i>Staff Report on Burrowing Owl</i> no less than 14 days before initial ground-disturbing activities (California Department of Fish and Game 2012) and shall	Final environmental document Volume 1, Section 3.6, Measure CI-20	Yes	Prior to Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Conduct pre-construction surveys for Burrowing Owl in accordance with CDFW requirements.	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record																													
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date																			
								Initial	Date																				
	<p>be repeated annually. Any active burrow found during pre-construction survey efforts shall be mapped and provided to the construction foreman. If no active burrows are found, no further mitigation shall be required.</p> <p>No disturbance shall occur within buffers around burrows determined to be occupied. Recommended buffer distances are based on time of year and level of disturbance.</p> <table><tr><th rowspan="2">Time of Year</th><th colspan="3">Level of Disturbance</th></tr><tr><th>Low</th><th>Medium</th><th>High</th></tr><tr><td>April 1 – August 15</td><td>656 feet</td><td>1,640 feet</td><td>1,640 feet</td></tr><tr><td>August 16 – October 15</td><td>656 feet</td><td>656 feet</td><td>1,640 feet</td></tr><tr><td>October 16 – March 31</td><td>164 feet</td><td>328 feet</td><td>1,640 feet</td></tr></table> <p>Source: <i>Staff Report on Burrowing Owl</i> (California Department of Fish and Game 2012).</p> <p>If owls must be moved away from the disturbance area, passive relocation is preferable to trapping. Relocation shall be implemented only during the non-breeding season by a qualified biologist and would occur in coordination with the California Department of Fish and Wildlife. Owls shall be excluded from burrows in the immediate impact zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation.</p> <p>An effort shall be made to preserve foraging habitat contiguous with occupied burrow sites for each pair of breeding burrowing owls or for every single unpaired resident bird.</p> <p>Compensatory mitigation for the San Joaquin kit fox (discussed below) shall also mitigate for the loss of burrowing owl habitat. Additional compensatory mitigation for burrowing owls shall be required only if burrowing owls found within buffer distances specified above during pre-construction surveys cannot be avoided during construction. In this event, potential compensatory mitigation may include purchase of suitable habitat through the payment of fees to the Metropolitan Bakersfield Habitat Conservation Plan Trust Group for this species or construction of artificial burrows in city sumps similar to the city Sump Habitat Program for the San Joaquin kit fox.</p>	Time of Year	Level of Disturbance			Low	Medium	High	April 1 – August 15	656 feet	1,640 feet	1,640 feet	August 16 – October 15	656 feet	656 feet	1,640 feet	October 16 – March 31	164 feet	328 feet	1,640 feet									
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CI-21	<p>Biological Environment – Mitigation: Loggerhead Shrike and Tricolored Blackbird: A qualified biologist shall survey annually during construction within the limits of project disturbance for the presence of any nesting locations. Any active nest found during survey efforts shall be mapped and provided to the construction foreman. If no active nests are found, no further mitigation would be required. If nesting tri-colored black birds, compensatory mitigation maybe required.</p> <p>If nesting activity is present, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for birds in the region normally occurs from February 1 to August 31. To protect any nest site, the following restrictions on construction are required between February 1 to August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be</p>	Final environmental document Volume 1, Section 3.6, Measure CI-21	Yes	Prior to Construction and During Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Conduct annual surveys for Loggerhead Shrike and Tricolored Blackbird nesting locations within the limits of project disturbance.	Less Than Significant with Mitigation																						

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying shall be restricted within 200 feet of any occupied nest. Any encroachment into the 300-/200-foot buffer area around the known nest shall be allowed only if a qualified biologist determines that the proposed activity will not disturb the nest occupants.									
CI-22	Biological Environment – Mitigation: Western Mastiff Bat: During construction, when nightwork is required, lighting during the early evening twilight hours (i.e., two hours before sunrise and two hours after sunset) adjacent to open space areas shall be minimized or avoided to the greatest extent possible. Permanent night lighting for the project shall be directed away from natural open space areas.	Final environmental document Volume 1, Section 3.6, Measure CI-22	Yes	During Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Minimize nightwork lighting in construction areas adjacent to open space.	Less Than Significant with Mitigation			
CI-23	Biological Environment – Mitigation: Swainson's Hawk: Tree removal within 500 feet of non-native grassland, agricultural areas, and detention basins shall occur outside the Swainson's hawk nesting season. An updated focused survey (5 visits) for Swainson's hawk nests shall be conducted during the breeding season before construction activities. A qualified biologist shall survey within the limits of the biological study area and within a 0.5-mile radius around the biological study area for the presence of an active nest in accordance with the Swainson's Hawk Technical Advisory Committee's <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California, Central Valley</i> . Any active nest found during survey efforts shall be mapped and provided to the construction foreman. If a Swainson's hawk is nesting within 0.5 mile of the proposed impact area, the California Department of Fish and Wildlife shall be consulted to evaluate the potential for disturbance of the nesting birds during construction and to approve measures that would avoid impacts on the active nest; authorization to proceed shall be obtained before work starts. The active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code and the California Endangered Species Act. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the California Department of Fish and Wildlife. A pre-construction survey (5 visits from March15 to April 30) shall be conducted annually before construction activities. To protect an active Swainson's hawk nest site, the following restrictions on construction are required between February 1 and August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 600 feet in any direction from any occupied Swainson's hawk nest; (2) access and surveying shall be restricted within 600 feet of any occupied Swainson's hawk nest; and (3) full-time biological monitoring shall be required when construction is within 600 feet of an active nest. Any encroachment into the 600-foot buffer area around the known nest shall be allowed only if the qualified biologist determines that the proposed activity will not disturb the nest occupants.	Final environmental document Volume 1, Section 3.6, Measure CI-23	Yes	Prior to Construction and During Construction	Qualified Biologist and Caltrans Environmental (Oversight)	Tree removal within 500 feet of Swainson's Hawk habitat must be completed outside of nesting season. Complete five (5) focused surveys for Swainson's Hawk nests during breeding season, prior to construction.	Less Than Significant with Mitigation			
CI-24	Biological Environment – Mitigation: San Joaquin Kit Fox: The following measures shall be implemented before and during construction:□ <ul style="list-style-type: none">Caltrans shall include Special Provisions that include avoidance and minimization measures of the Biological Opinion (Service file numbers 08ESMF00-2013-F-373 [December 20, 2013] and 08ESMF00-2013-F-0373-R001 [February 24, 2015 and amended on July 30, 2015]), when soliciting contractor bid packages.	Final environmental document Volume 1, Section 3.6, Measure CI-24; Biological Opinion.	Yes	Prior to Construction and During Construction	Qualified Biologist, Caltrans Biologist Oversight, City of Bakersfield Project Engineer/Environmental Manager, and Contractor Resident Engineer	Include Special Provisions that include San Joaquin Kit Fox avoidance and minimization measures when soliciting contractor bid packages. Conduct pre-construction surveys	Less Than Significant with Mitigation			

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<ul style="list-style-type: none">Construction activities shall adhere to the standard construction and operational requirements, as described in the U.S. Fish and Wildlife Service’s <i>Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance</i> (USFWS 2011b) Biological Opinion (Service file numbers 08ESMF00-2013-F-0373 [December 20, 2013] and 08ESMF00-2013-F-0373-R001 [February 24, 2015 and amended on July 30, 2015]).No less than 30 but no more than 60 days prior to road construction, a U.S. Fish and Wildlife Service-approved biologist(s) shall conduct pre-construction surveys for San Joaquin kit fox dens both in the project footprint and within 200 feet of the footprint (project footprint plus temporary construction zone), inclusive of any utilities relocations. A report and map of known and potential kit fox dens shall be submitted to the U.S. Fish and Wildlife Service prior to the start of ground disturbance and/or construction activities. Repeat clearance surveys shall be conducted no more than 14 days before construction or after any delays in construction of over 2 weeks. Any new known or potential San Joaquin kit fox dens identified in the interim shall be reported to the U.S. Fish and Wildlife Service in a report and map. If no new known or potential San Joaquin kit fox dens are identified, an internal record shall be maintained that includes the survey date, the designated biologist conducting the survey, and the general survey findings. The records will be submitted to the U.S. Fish and Wildlife Service upon request.□Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible. If known or potential dens are identified within the project footprint during 60-day and/or 14-day pre-construction surveys, Caltrans shall request to monitor and excavate those dens that are expected to be affected directly by the project and cannot be avoided. Active dens shall not be excavated during the natal season (January 1–June 30). The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor potential dens for three consecutive nights using tracking medium and/or a remote sensor camera, shall submit monitoring results in a report to the U.S. Fish and Wildlife Service, and also shall oversee the hand excavation of dens that have been determined to be vacant following approval by the U.S. Fish and Wildlife Service. The U.S. Fish and Wildlife Service-approved biologist(s) also shall submit results of the den excavation and exclusion activities in a report to the agencies. The following measures shall be applied to dens that are not excavated:<ul style="list-style-type: none">Dens that are identified during pre-construction surveys of the project footprint boundary and a 200-foot area outside of the project footprint shall be monitored and protected by an exclusion zone around dens, as measured outward from the entrance or cluster of entrances of each den. Potential and atypical dens within 50 feet of the project footprint shall be protected with a 50-foot zone delineated by flagged stakes. Known dens within 100 feet of the project footprint shall be protected with a 100-foot zone. To ensure protection, the exclusion zone shall be demarcated by fencing/flagging that does not prevent access to the den by the San Joaquin kit fox. Acceptable designs shall have openings for San Joaquin kit fox ingress/egress but shall keep humans and equipment out, e.g., wooden posts					for dens in the project area, and within 200 feet of the impact footprint.				

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>connected with caution tape; orange construction cones; orange construction fencing with a mesh size less than 2 inches in diameter (to prevent the San Joaquin kit fox from becoming entangled in the fencing) with gaps every 50 feet. Fencing/flagging shall be maintained until all construction-related disturbances have been terminated. At that time, all fencing/flagging shall be removed to avoid attracting subsequent attention at the dens.</p> <ul style="list-style-type: none">○ If natal/pupping dens are discovered either within the project footprint or within 200 feet of the project footprint, Caltrans shall immediately notify the U.S. Fish and Wildlife Service.• The U.S. Fish and Wildlife Service-approved biologist(s) shall conduct a worker environmental awareness program for all construction crews prior to ground-disturbing activities, with the purpose of informing all crew members of the potential for the San Joaquin kit fox to occur on site, the effects on the species from construction activities, how to minimize effects to the species, and the penalties for non-exempted take. The training shall include, at a minimum (1) special-status species identification and a description of suitable habitat for the species; (2) avoidance of environmentally sensitive areas; and (3) measures to implement in the event that this species is found during construction. The training shall be repeated to all new crew members working in San Joaquin kit fox habitat. Crew members shall sign an attendance sheet and confirm that they understand the protection measures and construction restrictions. Training materials and records of attendees shall be submitted to the U.S. Fish and Wildlife Service.• The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor road construction on a daily basis and shall verify that construction complies with the measures laid out in the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373). The U.S. Fish and Wildlife Service-approved biologist(s) shall maintain a log of daily monitoring notes that can be summarized and transmitted to the U.S. Fish and Wildlife Service by request.• Upon completion of project construction, all areas subject to temporary ground disturbance, including storage and staging areas, shall be restored to original grade and contour. Appropriate methods and plant species used to revegetate shall be determined on a site-specific basis in consultation with revegetation experts.• To minimize opportunistic predatory effects to the San Joaquin kit fox, the city and Caltrans shall condition contracts with contractors to require that trash be removed at least once daily from project areas and disposed of off site so as not to attract predator species like coyotes (<i>Canis latrans</i>) and bobcats (<i>Lynx rufus</i>) to the project area.• The city and Caltrans shall condition contracts with contractors to require that contained water sources, which are inaccessible to the San Joaquin kit fox (e.g., elevated water trucks), be used for dust control and other construction water activities.• The U.S. Fish and Wildlife Service-approved biologist shall meet weekly with the resident engineer and contractor to review the week’s upcoming ground-disturbing activities, including any possible changes from the project as analyzed in the Biological									

Centennial Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/Due Date
								Initial	Date	
	<p>Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373) and the avoidance and minimization measures. These meetings shall be documented and reported to Caltrans every two weeks, Caltrans will in turn report to the U.S. Fish and Wildlife Service every two weeks. Should the incidental take exceed the amount agreed upon in the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373), Caltrans must immediately reinstitute formal consultation.</p> <ul style="list-style-type: none">• If incidental take in the form of harassment, harm, injury, or death is likely, Caltrans shall immediately contact the U.S. Fish and Wildlife Service to report the encounter. If an injured or dead individual of a listed species is found, Caltrans shall follow the steps outlined in the <i>Salvage and Disposition of Individuals</i> section of the Biological Opinion (Service file numbers 08ESMF00-2013-F-0373-R001 and 08ESMF00-2013-F-0373).• A post-construction report detailing compliance with the project design criteria and proposed conservation measures shall be provided to the U.S. Fish and Wildlife Service within 60 calendar days of completion of the project. The report shall include: (1) dates of project groundbreaking and completion; (2) pertinent information concerning success of the project in meeting the conservation measures; (3) an explanation of failure to meet such measures, if any; (4) known project effects on San Joaquin kit fox, if any; (5) observed instances of injury to or mortality of the San Joaquin kit fox, if any; (6) the number of dens lost, if any; and (7) any other pertinent information. Any new sightings of the San Joaquin kit fox or its dens shall be reported to the California Natural Diversity Database.									